

Countryside Commission

COASTAL PRESERVATION AND DEVELOPMENT

A study of the coastline of England and Wales

Coastal Recreation and Holidays

*Special Study reports – Volume One,
containing reports by the Sports Council
and British Travel Association and the views
of other bodies concerned with coastal preservation
and development*



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THE SUMMARY MAP

In the folder at the end of this report there is a map which summarises various information about the recreational use of the coasts of England and Wales. It shows the location of the main resort beaches and of other beaches in undeveloped areas that also attract considerable numbers of swimmers; the areas that are popular for canoeing and surf canoeing; and the sea cliffs where climbing takes place. It also indicates the places where there are clubs for rowing, surf life-saving, water skiing and yachting.

PREFACE

This report is one of a series deriving from a study of the planning of the coastline of England and Wales. The study was carried out by the National Parks Commission during 1966-68, although its real starting point was a circular (No. 56/63) on coastal preservation and development issued by the Minister of Housing and Local Government in September 1963. This asked the local planning authorities to make a special study of their coastal areas and to write into their development plans a policy which would be their answer to four questions:

- (i) Which parts of the coast need safeguarding so that the natural attractions may be enjoyed to the full?
- (ii) In which parts of the coast should facilities for holidaymakers and other developments be concentrated?
- (iii) What steps should be taken to restore lost amenities and to create new ones?
- (iv) What areas of scientific interest are there which need special consideration in relation to the use of the coast?

The circular was followed in June 1965 by a letter expressing the deep concern of the planning Ministers (for England and Wales) about the spread of development on the coast. It asked the maritime local planning authorities to submit as much information as they could in answer to the above questions, whether their studies were complete or not. The letter also announced that the National Parks Commission had been asked to convene regional conferences of the 58 local planning authorities with coastal boundaries.

Then in January 1966 the Ministers issued another circular (7/66) which commented upon the authorities' replies. It said that more definite and better co-ordinated policies were needed in many areas, as well as further information about demands on coastal land. The Ministers expected the coastal regional conferences to help in these matters and to provide 'a firm foundation for long-term policies for safeguarding the natural beauty of the coast as a whole and promoting its enjoyment by the public'. The last of nine regional conferences took place in March 1967 and the Commission have already published a report of each of them. These will be followed by a final report on the planning of the coastline in which the Commission will make their policy recommendations.

Besides convening the coastal regional conferences the Commission initiated three studies to obtain more detailed and specialised information about demands on coastal land and the means of providing for them in a controlled way. As a result the Sports Council have made a special study of the future use of the coast for active recreation.

The British Travel Association has made a national study of the statistics of holiday use of the coast, both staying holidays and day visits, and reached conclusions about probable trends. And the Nature Conservancy has identified and classified coastal places of scientific interest.

In Parts One and Two of this report we are pleased to be able to publish the outcome of the first two of these special studies, by the Sports Council and British Travel Association. We take this opportunity of thanking them for their expert help and co-operation which we have found invaluable in our appraisal of coastal planning. We are also publishing the Nature Conservancy's report of their study in a companion volume to this one.

Finally, Part Three of this report consists of a digest of memoranda which the Commission have received from a wide range of industrial, commercial and voluntary organisations in response to an invitation to submit their observations and recommendations on questions of coastal preservation and development.

Part One

Coastal Recreation in England and Wales

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INTRODUCTION

Background to the study

1. Throughout much of the twentieth century, and particularly since the end of the Second World War, the coastline of England and Wales has come under increasing pressure from a number of directions. These pressures are of two main kinds.
2. On the one hand there are those pressures which lead to the development and urbanisation of the coastline. Thus growing prosperity, greater mobility and changing social habits have led to a rapid rise in the numbers of people taking seaside holidays, owning second homes and retiring to the most attractive coastal areas. Shortages of inland cooling water have caused the majority of recently constructed power stations, both conventional and nuclear, to be sited on the coast, while extensive areas of land adjacent to the major estuaries have been taken over for oil refineries and other major industrial installations. Development has also arisen from the needs of the Defence Departments which hold large areas of coastal land from which all other users are often precluded.
3. In contrast to these pressures there are those associated with the desire to see the coast preserved as far as possible in its natural or semi-natural state. These are concerned primarily with questions of natural beauty, amenity, scientific interest and the preservation of public access.
4. Occupying an intermediate position between these two kinds of pressures are the demands made upon the coast by the rapid growth of participation in outdoor recreational activities in recent years. Many of these activities depend to a large extent on the enjoyment of the natural beauty of the coastline; yet at the same time, they make demands upon it for the development of accommodation and other facilities.
5. At present the responsibility for reconciling these pressures on the coast rests with 59 separate local planning authorities. But it has become increasingly evident that the problems of coastal planning are such that they cannot be dealt with adequately by individual planning authorities. The National Parks Commission were, therefore, asked to make a study of coastal planning that will take into account national and regional as well as local considerations.
6. This study has been carried out partly through the National Parks Commission's own enquiries and partly through a series of coastal regional conferences which brought together all coastal local planning authorities. In addition, the National Parks Commission asked the Sports Council to prepare a special study of the use of the coast for recreational activities. Other special studies have been prepared by the British Travel Association and the Nature Conservancy.

The nature of the study

7. The main purpose of the Sports Council's study is to provide the basic information through which a broad assessment can be made of recreational needs in coastal areas so that these may be given their due emphasis in the framing of a broad strategy for

the planning of the coastline. In order to achieve this, it was necessary both to collect factual information about coastal recreation and to draw together the views and opinions of those who organise and take part in recreational activities. Outdoor recreation may be conveniently divided into two types, active and passive. Although it is often difficult to draw a precise line between the two, this study is concerned primarily with active recreation, the needs of passive recreation being covered by the studies of the British Travel Association and the National Parks Commission.

8. On the basis of this evidence a preliminary assessment has been made of the nature and extent of the demands that recreational activities make on coastal land and the developments which are necessary to cater for these demands. The main emphasis of the study is on water-based activities; those covered are canoeing, motor boating, rowing, sailing, sea angling, sub aqua, surf life saving, swimming and bathing, and water skiing. But it was also decided to include the main land-based activities that take place in coastal areas; these are camping and caravanning, climbing, cycling, golf, youth hostelling, riding, sand-yachting, walking and rambling, and wildfowling.

9. Coastal recreation functions through a wide variety of bodies, including local education authorities, educational establishments, voluntary youth organisations, commercial and industrial concerns, and clubs of many kinds. Each of the main activities has a governing body to which clubs are affiliated, but the extent to which these bodies are fully representative of all those who take part in an activity varies considerably. Most activities have a high proportion of participants who, for one reason or another, are not members of clubs; indeed in some activities like swimming and sea angling these far outnumber the club members. This is partly a reflection of the fact that, although most activities have a competitive side which encourages the formation of clubs, those who take part in competition usually form only a minority. Moreover, even where clubs exist they may not always be affiliated to any governing body.

Methods of data collection

10. In order to ensure that this study has as wide a coverage as possible, two methods of collecting information were adopted. The first was to ask each governing body to prepare a report about the activity and its requirements. Meetings with these bodies were held at the offices of the Sports Council at which a list of headings was drawn up that would act as a guide to them in the preparation of their reports. These included the distribution of the activity along the coast, questions of access, the seasonal pattern of activity, the present number and past growth of levels of participation, expected trends over the next 10 years, conflicts with other users and the facilities which are needed. Subsequently, reports were received from most of the governing bodies and these proved extremely useful in the preparation of this study. A list of the bodies which submitted reports is given in Appendix A.

11. The second approach was to ask the eight coastal Regional Sports Councils and the Sports Council for Wales to make a study of coastal recreation within their regions. They were asked to cover all activities and to present their information under broadly the same headings as the governing bodies. Although in the limited time available the Regional Sports Councils were unable to make detailed surveys, they nevertheless quickly assembled information and comment from a number of sources, including sports organisers, planning officers, clubs and regional organisations. By the nature of the exercise, their reports depend to a large extent on the informed opinions of those who use the coast for recreation and have taken an active part in the

organisation and administration of a particular activity. Thus although there is in them a strong element of subjectivity, these reports give a valuable picture of the current pattern of coastal recreation within each region as well as providing supplementary information about individual activities. A brief summary of each of the reports from the Regional Sports Councils is given in Appendix B. The Councils' regional boundaries are shown in figure 3 on page 55.

The problem of assessing demand

12. The assessment of the demand for recreational facilities is a very complex problem. One of the main difficulties in planning for coastal recreation is that little is known about the numbers of participants involved or the precise nature of the demands they make on the coast. Similarly, insufficient is known about the catchment areas for different activities or types of facility. It is not even certain that participation is an adequate indicator of demand since some demand may be unexpressed due to the lack of facilities. Moreover, even if this factor is ignored, it is usually very difficult to obtain reliable figures for the number of people who take part in an activity. It has already been pointed out that there may be a substantial body of unorganised participants in most activities and that not all clubs are affiliated to governing bodies. Furthermore, it is not always possible to obtain satisfactory figures for the membership of affiliated clubs, since the governing bodies depend to a large extent on the co-operation of their member clubs in providing the necessary information, and in some cases this co-operation is not forthcoming. The position is further complicated by the fact that in many activities the coast is often used by individuals and clubs which are normally based on inland facilities.

13. For these reasons, even if membership figures are available for all coastal clubs affiliated to a national body, they may bear little relationship to the total number of participants in that activity. Similarly, although a growth in these figures could be a reliable indication of the general growth of interest in the relevant activity, it could equally well mean that the existing participants are becoming more organised. Since the provision of recreational facilities can only be satisfactorily planned by reference to existing and future demands, there is an urgent need for studies to be made in selected coastal areas which will provide the necessary basis for such an assessment of demands. In the absence of such information this study is based very largely on the figures and estimates provided by the various governing bodies and the Regional Sports Councils. Unless otherwise stated, these figures relate to the latest information available when these reports were prepared during the first quarter of 1967.

THE GROWTH OF COASTAL RECREATION

14. England and Wales has an extremely varied coastline of some 2,700 miles. Its physical diversity makes it attractive for a great many recreational activities. Virtually the whole coast is used for sea angling of one type or another and the many miles of beaches for family recreation and for swimming. Estuaries and other sheltered waters provide ideal conditions for water-based recreation, particularly for dinghy sailing. The coastal marshes and mud-flats are used extensively for bird-watching and wild-fowling, while sea cliffs are being used increasingly as training grounds for climbers. The more isolated and undeveloped coastal areas are most popular with ramblers, lightweight campers, pony trekkers, cyclists and all those who seek solitude and natural beauty. In fact there are few stretches of the coastline that are not used for some form of active recreation. Some of these activities, like sea angling and the surf sports, can only take place at the coast, but most of them take place inland as well as at the coast.

15. The 1950's and 1960's have witnessed a very rapid rise in levels of participation in active recreation. This general growth of demand has affected most forms of outdoor recreation but has been most notable in individual and small group activities. Certainly the most dramatic growth has occurred in the water sports, especially those using relatively costly and bulky equipment like sailing, free diving and water skiing. Some of the growth in these water-based activities has occurred on inland waters, but much of it has had to be accommodated at the coast which has come under increasing pressure. Accompanying this growth there has been a marked change in the nature of the residential and ancillary demands made on coastal land by those enjoying outdoor recreation.

16. A large proportion of those who go to the coast for weekends or longer periods do not use the traditional hotels and boarding houses, but prefer self-catering accommodation in the form of flats, chalets, camping sites and particularly caravans. At the same time, there has been mounting pressure for the development of marinas, water-side clubhouses and associated facilities, all with road access and parking space for the private motor car.

Factors influencing demand

17. This rapid growth of coastal recreation is the result of various economic and social trends which have led to significant changes in the quantity and type of recreation that people seek. Although there has been growing interest in recreation research in Britain, no study has been made specifically of the factors which influence the demand for coastal recreation in this country, but there seems little doubt that the reasons for

its growth are similar to those which have affected the demand for recreation in general. A study made by the Outdoor Recreation Resources Review Commission in the United States suggests that outdoor recreation activity varies in response to a number of factors, of which the most important are population, age, income, occupation, leisure time, mobility and education. That these are the relevant factors in Britain has been broadly confirmed by the B.T.A./Keele pilot study of the national pattern of recreational activity. All of these factors are likely to have an influence on the growth of coastal recreation, but certain of them appear to be particularly relevant.

18. *Population.* The population of England and Wales was about 48 millions in mid-1966 and current projections suggest that it may increase by as much as 15-20 millions by the end of the century. This alone will result in a considerable increase in the general demand for outdoor recreation. But perhaps even more critical as far as the coast is concerned is the distribution of the additional population, for this will determine the stretches of the coastline on which the main local and regional pressures will fall. This point is discussed in more detail below.

19. *Income.* Both the American O.R.R.R.C.* and B.T.A./Keele studies found that participation in active recreation tended to rise with the level of personal income. This would appear to apply particularly to activities which require specialised and relatively expensive equipment, like golf, riding and most of the water sports. Thus as real income rises we may expect the demand for most forms of coastal recreation to grow.

20. *Leisure time.* Increasing affluence has generally been accompanied by more leisure time. This is seen partly in the rapid spread of the habit of taking at least one annual holiday away from home. The coast has always been the most popular attraction for the English holidaymaker and growing numbers appear to be combining their annual holiday with some form of active recreation. But perhaps even more important has been the gradual extension of the five-day working week which has enabled the population of inland urban areas to spend their weekends on the coast.

21. *Mobility.* There are two main factors which have led to the increased mobility of the population in recent years. The first has been the wide extension of private car ownership; the private car has now become the most popular means of holiday travel. This has had a marked effect on the pattern of coastal recreation in several ways. The motor car has freed the inland urban populations from a dependence on local recreation facilities and enabled them to reach the coast regularly for day and weekend trips. Similarly, it has enabled people to seek their recreation within a coastal region rather than at a single resort. The effect of this is seen particularly in the growth of water-based recreation not only at established centres but also on hitherto little-used stretches of coastline. For the activities requiring boats and other bulky equipment the private car has been especially valuable because it frees people from a dependence on a permanent coastal base. Since less than half of all households as yet own a car this factor is likely to be a significant element in the growth of demand for coastal recreation for some years to come.

22. The second factor making for increased mobility is the provision of new roads and particularly the construction of motorways. Better road facilities have the effect of greatly improving the accessibility of certain stretches of coastline and this is likely to be very important in some areas over the next few years. The effect of motorway construction has already been felt in north west England where the extension of the

*Outdoor Recreation Resources Review Commission.

M6 has led to increasing pressure on the coasts of Lancashire and on the Lake District. Similarly, the Severn Bridge and the completion of the South Wales motorway will enable many more people from London and the Midlands to reach the coasts of Pembrokeshire and Carmarthen for short periods, while the relatively little-used beaches of north east England may be made more accessible by road improvements.

23. *Education.* Both the American and British studies found there was a general tendency for adult participation in active recreation to rise with the length of full-time education. This is no doubt partly a reflection of the influence that education has on occupation and income. But more important is the interest in recreational activities which is fostered in schools, colleges and universities and which is carried on into later life. Throughout the whole field of teenage education there has been a growing appreciation of the value of outdoor recreation in its widest sense, going beyond the more restricted range of activities associated with gymnasium and playing field. One result of this has been the growth of local education authority outdoor pursuit centres, many of which are residential. Thus young people are introduced to outdoor activities through their school or youth club and encouraged to become more skilled by the coaching programme of the Central Council for Physical Recreation and other nationally organised training schemes.

24. To some extent, this change of attitude has helped the development of the more traditional activities such as swimming, rambling and camping. But its most dramatic influence has been on those water-based activities requiring costly equipment. Increasing numbers of schools are taking up sailing and canoeing, while there has been a rapid growth in water sports clubs associated with training colleges, youth clubs and local education authorities. Since this kind of development is likely to spread, and since a higher proportion of the population is likely to remain in full-time education beyond the normal school-leaving age, we may expect a significant increase in the numbers of young people who enter adult life with a well-established interest in outdoor recreation.

25. Thus there are a number of separate but inter-dependent factors that influence the demand for coastal recreation. The evidence we have about the future changes in these factors suggests that between now and the end of the twentieth century we may expect a very substantial growth of this demand that will need to be accommodated on our coastline.

26. There are also two other rather different factors which are likely to lead to an increase in this demand. The first is the effect of growing restriction and congestion in inland waters, which is already encouraging participants in such activities as canoeing, angling and water skiing to turn to coastal waters. The second is the fact that the provision of facilities may itself create a demand for those facilities. This factor is at present imperfectly understood, but experience shows that the creation of new facilities will often reveal a previously unexpressed demand.

Local, regional and national demands

27. The total demand for coastal facilities for active recreation may be conveniently divided into local, regional and national demands. These three types of demand cannot be precisely defined, but they broadly correspond to different periods of leisure time, and depend on accessibility in terms of time rather than distance.

28. *Local demand* is generally related to leisure periods of one day or less and is therefore focused on those parts of the coast that are readily accessible to large

centres of population; the main attraction of these coastal areas is their accessibility rather than their suitability for particular activities. The normal limit of local demand is probably not much more than one hour's driving time or perhaps 30-60 miles, although some people will travel much further for a day's activity. This type of demand is felt along the whole coastline but is naturally concentrated on the more urbanised stretches and particularly on the coasts of Lancashire and North Wales and southern England between the Thames estuary and Poole Harbour.

29. *Regional demand* is related to leisure periods involving at least one night away from home and particularly to weekends. This type of demand is rather more concerned with the suitability of coastal areas for particular activities, but accessibility is still an important factor. It is difficult to give any satisfactory limit to regional demand since enthusiasts will travel considerable distances in order to find good conditions, even for their weekend activity. But for the majority of participants it will probably be between two and four hours driving time, or perhaps a distance of 100-150 miles with the most favourable road conditions.

30. The most important regional demands are those generated within the highly urbanised axial belt between south Lancashire and Greater London. This has led to heavy regional pressures on the coasts of Lancashire and North Wales, which serve the Midlands and North, and on the coast of south-east England which is most accessible to Greater London. Current projections suggest that population will continue to increase rapidly in this zone, so that as long as space and facilities are available, these coasts will come under increasing pressure from regional demands. But already there are signs that shortages of facilities combined with greater mobility are leading to a spread of regional demands into less accessible areas. If this is so, and the range of regional demand is widening, many coastal areas which at present serve mainly local and national needs will find a growing regional element among their visitors. This will take place without any redistribution of population, but would be accelerated if, for example, the proposals for the development of new cities in the Southampton-Portsmouth area and on Severnside and Humberside were to be accepted.

31. *National demand* is normally related to annual holidays and leisure periods of more than a weekend. Here the quality of the coast rather than its accessibility determines where the demand will fall. National demand is generally associated with the main resort and holiday areas, but is also increasingly associated with those parts of the coast which can offer particularly suitable conditions for recreational activities; these may be some distance from the main centres of population.

32. Although local, regional and national demands are listed separately above, they do not necessarily fall on different parts of the coastline. In fact it is where all three kinds of demand coincide that the greatest pressures are likely to be felt. Each of them may be expected to increase throughout the rest of the twentieth century, but the greatest problems will probably result from the growth in regional demand. This will lead both to further pressure on those parts of the coast closest to the main urban areas, which already bear the brunt of regional demand, and also an extension of regional demand into new areas.

SURVEY OF RECREATIONAL ACTIVITIES

33. This chapter contains a brief survey of each activity and presents, wherever possible, information about the nature of the activity and its recent growth, organisation, needs and problems. These surveys are based mainly on the reports prepared by the governing bodies, supplemented by information from the Regional Sports Councils. The chapter is divided into two parts, dealing respectively with land-based and water-based activities.

WATER-BASED ACTIVITIES

Canoeing

34. The modern growth of canoeing in Britain really dates from the early 1930's when folding canoes from Germany first became available. But its main development as a sport has taken place since the end of the Second World War when it has been stimulated by the production of British-made rigid and folding canoes. A significant factor has been the development of construction kits enabling canoes to be built relatively cheaply in schools, youth clubs and private homes. During this period there has been a growing interest in sea canoeing, both as an alternative to the use of inland waters and as an activity in its own right.

35. The majority of participants using the sea are probably casual canoeists who mostly confine themselves to sheltered inshore waters adjacent to the main holiday beaches. But for the enthusiast there are two main types of sea canoeing, surfing and touring, which require quite different conditions.

36. The touring canoeist travels along the coast and requires calm water and shelter to which he can go if the weather deteriorates. Generally touring is most popular in estuaries and places where there are offshore islands which can be visited. Canoe touring is practised wherever there are suitable waters, but is mainly concentrated on the coasts of Northumberland and Durham, the Thames and Medway estuaries, Chichester Harbour and the Isle of Wight, Morecambe Bay and North Wales and Anglesey. It is also developing in a number of other areas, including Cardigan Bay, the Gower Peninsula, north Norfolk and the Essex creeks. In recent years there has also been growing interest in canoe camping on the coast.

37. The surfing canoeist, on the other hand, needs beaches with good surfing conditions and often uses a specially designed canoe. The main canoe surfing areas (shown on the loose map at the end of this report) are the north and south west coasts of Wales, north Cornwall and Northumberland and Durham, although other areas are sometimes used when the surf conditions are right. Surf canoeing is enjoyed by

the more advanced canoeist both as a relaxation and as a means of practising slalom techniques.

38. Since relatively few sea canoeists are organised into clubs it is difficult to obtain any reliable figures for the numbers of participants. In particular, the use of car roof racks for carrying canoes makes it difficult to identify the casual users. The clubs affiliated to the British Canoe Union had a total membership of about 13,000 in 1966 and the B.C.U. estimate that there were some 37,000 unaffiliated participants. Of these, they thought that perhaps 50 per cent would use the sea at some time. Other B.C.U. estimates suggest that touring is by far the most important activity of the two, with about 1,000 members and 11,000 non-members taking part, while those surfing numbered only about 300 members and 600 non-members. Virtually all the present strength of sea canoeing is the result of growth over the last ten years and numbers may be expected to continue to increase rapidly. An important factor in this rise of sea canoeing has been the growing congestion and restriction of access on inland waters which have encouraged many canoeists to turn to coastal facilities.

39. The season for sea canoeing extends from about Easter to October, with surfing starting rather later than touring, but the peak period for both the casual canoeist and the enthusiast is in the summer months. The casual canoeist normally confines his activities to his annual holiday and periods of fine weather. The enthusiast is also naturally interested in good weather conditions, but is also encouraged to use the sea in summer because many rivers are too shallow and because restrictions on the use of inland waters are more common in summer than in winter. But with the use of wet suits both surfing and touring are possible throughout the year.

40. One of the main problems of canoeing on the sea is the question of safety. By the nature of the activity, safety precautions need to be even more stringent than those for inland canoeing and it is essential that there should be adequate preparation and regular practice of safety drills. Club members who are trained to take reasonable safety precautions and who seldom canoe alone rarely get into difficulties. It is the untrained casual canoeist who is likely to find trouble because of unsuitable equipment, lack of preparation or ignorance of local conditions. Many clubs give intensive training to schoolchildren and youth clubs, but there are not enough centres at which training courses can be held.

41. Touring canoeists rarely come into conflict with other water users, although there are occasional difficulties with offshore fishermen. But where canoe surfing is carried out on crowded beaches it can be a danger to other water users. The most satisfactory solution appears to be some form of zoning of the beach that will separate bathers and surf riders of all kinds.

42. As sea canoeing continues to develop there will be a growing demand for additional shore-based facilities. The basic needs for the casual canoeists are the same as most other water users - a car park, toilets and somewhere to change. But the organised canoeists also need club facilities that can provide rooms for meetings, a workshop and storage space for canoes. Many clubs practising sea canoeing at present occupy inadequate premises but lack the capital to make necessary improvements. If such facilities are provided, selected clubs could be developed as regional canoeing centres which would organise training courses and provide beach advice and a warning service for canoeists. The B.C.U. would also like to see the establishment of four national canoe training centres which would serve canoeing in general. The development of sea canoeing, and touring in particular, would also be helped by the provision of suitable camp sites in areas where they could be used by canoeists.

43. At present congestion is not a problem in any of the main sea canoeing areas.

The coasts can accommodate much more activity and should be able to support the growth of sea canoeing for many years to come.

Motor boating

44. Since the end of the Second World War there has been a rapid growth in motor boating, due particularly to the development of the outboard motor. This growth has affected all types of powered craft, from small runabouts to motor cruisers and off-shore power boats. But it has probably been most striking in the case of small speed boats, which are usually kept at their owner's home and trailed to the coast.

45. Motor boating is clearly a growing sport but no estimate of the number of participants is possible. Many of the owners of motor boats belong to yacht or sailing clubs but the majority seem to be unorganised. Motor boating requires similar launching, workshop and mooring facilities as sailing. As the activity becomes more organised there will be a growing demand for such club facilities. Power and speed-boats are generally regarded as being incompatible with most other forms of coastal recreation, mainly because of the noise they make and because they can represent a danger to other users. If these craft are kept away from inshore areas, where most other activities take place, there is no problem, but their owners are sometimes guilty of irresponsible and dangerous behaviour. Because they are rarely organised into clubs, this is very difficult to control.

Rowing

46. Rowing is an old-established activity which is found on both inland and coastal waters. Generally the sea is not particularly suitable for competitive rowing and much of the development of the sport has taken place in inland areas. For this reason, club rowing on the coast has not shared in the post-war growth common to most other water-based activities. The most popular areas for coastal rowing are found on the south coast of England, although there are isolated clubs elsewhere, particularly in the larger towns and resorts. Due to climatic factors the activity is largely confined to the period between May and September.

47. The Amateur Rowing Association has about 30 affiliated clubs that row on coastal waters (shown on the map at the end of this report) and estimates that they have an average active membership of about 20 each. These figures have not varied very much for many years and a further growth in participation is not anticipated. There does seem to have been some growth in clubs associated with educational institutions and youth organisation, but no information is available about these. Few rowers are prepared to travel any distance to row on the sea and most members of coastal clubs are local people.

48. This sport needs a clear stretch of sheltered water free from other users, but conflict with other activities does not seem to be a serious problem. The main shore-based facilities required are a suitable access point to the water and a boathouse, preferably with various club amenities. The A.R.A. report that generally boathouses and clubhouses are adequate and it appears from the reports of the Regional Sports Councils that there is not a significant demand for additional facilities for coastal rowing.

Sailing

49. Recreational sailing was a well-established sport long before the Second World

War, but since 1945 it has experienced a remarkable growth in popularity. Much of this growth has taken place within coastal clubs, many of which have been formed since the war. In addition, there has been a considerable increase in the number of casual sailors who trail their boats to public access points along the coast at weekends and during holiday periods. Similarly, members of inland sailing clubs will sometimes trail their boats to the coast either for casual sea sailing or to take part in regattas.

50. There are many different types of craft sailing in coastal waters but they may be conveniently considered in three categories.

Sailing dinghies These are small high performance craft which are hauled ashore when sailing is finished. They are usually kept in a dinghy park adjacent to the sailing club or at the owner's home. The sailing dinghy requires sheltered waters in any but the calmest weather, although there are many dinghy clubs that launch their boats from exposed beaches when weather conditions are suitable and sail them on the open sea.

Small keel boats These are yachts which are designed for the open sea and may be used for racing, day sailing or cruising. They are taken out of the water only for maintenance and therefore require 'afloat moorings'.

Large yachts These are more self-sufficient boats that may be used for extensive overseas sailing or ocean racing. They require more space within a harbour and an afloat mooring of a fairly robust character.

51. Throughout much of the post-war period the main growth in this activity has been in dinghy sailing. During the 1950's there was a dramatic and continuous increase in the number and size of dinghy racing clubs. Dinghy sailing has considerably more participants than cruising and offshore sailing and their numbers continue to increase. There is evidence that some dinghy owners are buying cabin boats and turning to the open sea. Over the last few years there has been a growing demand for larger boats and afloat moorings, and a steady increase in keelboat sailing is anticipated. Dinghy sailing is expected to continue to grow but not at such a fast rate as in the past.

52. Sailing takes place along the whole coast of England and Wales. This can be seen from figure 1 on page 16. There are few harbours and inlets without a yacht or sailing club. The best sailing areas, especially for dinghies, are estuaries and other sheltered waters, particularly where these are partially enclosed like Poole and Chichester Harbours. But although sailing has a widespread distribution the most popular areas lie on the stretch of coast between Lands End and The Wash, with three main concentrations. These are the East Anglian rivers centred on the Blackwater and Crouch, and including the Thames Estuary; the south coast of England between Poole Harbour and Chichester Harbour, including the Solent; and the south coasts of Devon and Cornwall.

53. Clubs are normally very important in sailing, both because they provide a clubhouse and other facilities, and because they look after the interests of sailors. The Royal Yachting Association know of 365 sailing clubs of all types on the coast of England and Wales, and their locations are shown on the map at the end of this report. Each club was sent a questionnaire asking for the number of members and other information. The 185 clubs that returned the questionnaire had a total membership in 1966 of 73,221. From this the R.Y.A. estimate that there are about 165,000 active members of coastal sailing clubs and perhaps 300,000 more who are members of inland clubs. The R.Y.A. think that the majority of sailors join organised clubs but there is no record of those who do not. The R.Y.A.'s questionnaire also gives an indication of sailing's rate of growth in recent years. The total membership of the 185

BOATING FACILITIES

Number of moorings or spaces in dinghy parks for pleasure craft

more than 1,500

1,300-1,500

1,050-1,250

800-1,000

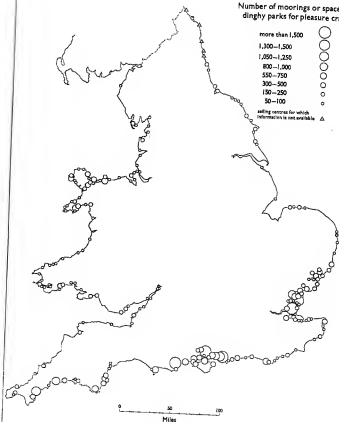
550-750

300-500

150-250

50-100

sailing centres for which information is not available



Based on information supplied by local planning authorities

Figure 1

clubs was 53,734 in 1961 and 73,221 in 1966, an increase of 19,487 or an average of nearly 6 per cent a year. No information is available about the growth of casual sailing, but it seems likely that it has at least kept pace with the rise in club membership.

54. Many yacht clubs, particularly in the most popular sailing areas, cater for a regional or semi-regional demand in that they draw members from outside the immediate hinterland of the club. This is mainly because sailors from inland areas and parts of the coast with inadequate facilities often have to travel a considerable distance in order to find suitable moorings. For example, the membership lists of many of the clubs on the coast of north and west Wales contain a high percentage of members from north west England and the Midlands. There is also a significant movement of boats during the summer months from inland to coastal waters, both by clubs and by private individuals. A few of the best known clubs, particularly on the south coast draw their members from a very much wider area and to some extent cater for a national demand. It is also thought that the majority of casual sailors on the coast come from the main inland urban areas.

55. Most sailing takes place in the summer months, but cruising and dinghy sailors have slightly different seasons. The main cruising season begins in April or May and continues until September or October. During this period cruising sailors will sail most weekends with a two or three week cruise on their annual holiday, which is usually between June and mid-September. For dinghy sailors, the season is extending and now often runs from March to October, with some clubs continuing until Christmas. A few clubs on harbours and other sheltered waters continue to sail throughout the winter while others use inland waters in the winter and move to the coast during the summer. Even where there is no winter sailing many yacht clubs stay open during the winter months, when they prepare their summer programmes and organise lectures, training classes and social occasions.

56. The racing season extends from mid-April until mid-October when there are races at most weekends. During June, July, August and early September the racing programme continues on weekdays. In this three and a half month period there are about 2,000 racing days and the programme includes national and area championships for the dinghy classes, offshore racing and large regattas such as Cowes Week.

57. Conflict with other coastal users does not seem to be a major problem as far as sailing is concerned. The main difficulties have arisen with water skiers and the drivers of fast runabout boats who do not belong to clubs. These problems can be overcome by the zoning of the water area. Very occasionally there is a clash of interest between club members and casual sailors but this does not seem to be a really significant problem.

58. Sailing generally places rather heavier demands on the part of the coast on which it takes place than do other activities. In addition to suitable water on which to sail, the yachtsman usually demands other permanent facilities. The most important are a clubhouse, with car park, afloat moorings for keel boats, a dinghy park and facilities for launching and recovering boats. Ancillary requirements include the services of yacht yards and chandlers' shops and some form of rescue organisation.

59. At present many clubs provide unsatisfactory facilities for their members, although standards vary considerably. Of the 185 clubs that returned the R.Y.A.'s questionnaire, 80 wished to improve their sailing facilities and 105 their social facilities. But only 14 thought they had sufficient resources of their own to make the necessary improvements, so that these will be largely dependent upon the availability of financial assistance from some outside source. The Department of Education and Science does

give grants to yacht clubs to improve their facilities but these depend, among other factors, on the clubs having sufficient security of tenure, normally taken to be a lease of 28 years. This is likely to be a serious problem for of the 183 clubs that answered this point on the R.Y.A.'s questionnaire, 102 held their premises on various forms of tenancies and leases, of which only 32 had a lease of 28 years or longer.

60. Extended clubhouse facilities and larger car parks will undoubtedly be needed to provide for the further development of sailing. But increasingly the ability of clubs with adequate clubhouse facilities to take new members is limited by the size of the dinghy park, the shortage of afloat moorings or the capacity of the launching ramp to get boats away quickly for races. In most clubs these facilities are already regarded as inadequate at peak holiday periods and during regattas. Some clubs, particularly in the most popular sailing areas in southern England, are now limiting their membership although saturation point in the existing clubs has not yet been reached.

61. Many clubs have an urgent need for additional launching facilities or an extension to their dinghy park, but this does not seem likely to seriously limit the growth of sailing. This may not apply to south east England where dinghy parking is reported to be a problem at almost every club. The really critical factor in the future is likely to be a lack of sufficient afloat moorings for keelboats. Already this is a major problem in many sailing areas and the R.Y.A. report that there does not seem to be a haven between Lands End and The Wash that has not reached the limit to the number of yachts that can be accommodated on conventional swinging moorings. Since a considerable increase in the demand to use keelboats is anticipated, this shortage of afloat moorings is likely to be a rapidly growing problem.

62. The main drawback to swinging moorings is that they demand a great deal of space. Estimates provided by the R.Y.A. show that a yacht 35 feet long on a swinging mooring (i.e. to which it is secured only at the bows) will occupy approximately 780 square yards. Four such craft will, to be absolutely safe, need around 3,120 square yards. For this reason, a large part of many dinghy sailing areas is occupied by moored craft and other types of mooring are urgently required. There are several methods of mooring which can reduce this demand for space, including 'fore and aft' mooring and mooring on piles, although these are not always practicable. The greatest economy of space is achieved by mooring alongside at a jetty; the same 35 foot yachts would need only about 200 square yards if moored alongside a jetty at two abreast. To this must be added space for access channels, although this is partially offset by the fact that no storage space for tenders is needed.

63. Many sailors see the answer to this problem in the construction of 'marinas', which are modern yacht harbours in which arrangements are made for mooring alongside. As well as providing moorings, such marinas usually include shore-based facilities such as clubhouses, ships' chandlers and repair yards, and sometimes accommodation. On coasts like that of north west England where there is a lack of natural harbours it may be that the construction of marinas is the only practicable solution, at least as far as deep keel yachts and motor cruisers are concerned. The main drawback to the development of marinas is that they are very expensive projects which are beyond the means of most individual yacht clubs. Owners normally have to charge rents for moorings that are very much higher than sailors are accustomed to paying. Nevertheless, they are an important means of providing additional sailing facilities without taking up a large amount of space. They also have the advantage that they can allow multipurpose use.

64. Marinas might also provide facilities for casual sailors, for whom there is at

present little provision for boat storage and changing accommodation. Casual users generally tend to sail from coastal urban areas which have the necessary launching facilities, but little is known about their requirements. An investigation is needed of the extent to which casual sailors need improved facilities and the means by which they could be provided.

65. Generally the amount of sailing space along the coasts of England and Wales, as opposed to boat parking space, seems adequate to accommodate the growth of sailing for many years to come. In addition, there are large water areas like The Wash and the lower reaches of the Thames which could be used more intensively by smaller craft able to make the shore at low water. But this growth is dependant upon the provision of additional shore-based facilities, especially moorings for keelboats, and there is likely to be a growing demand for the development of marinas in places accessible to keelboats.

Sea angling

66. Sea angling is one of the most popular activities along the whole coast of England and Wales. Fishing takes place from piers, breakwaters, rocks, cliff edges and beaches wherever these are accessible to shore anglers, while boat fishing is carried out off most parts of the coast. Because of the wide range of fish species that can be caught the type of sea angling practised is easily adjusted to the nature of the coastline. Most anglers fish purely for pleasure but there is also an important competitive element. Club members regularly take part in matches against other clubs or in local contests, while during the summer months a large number of sea angling festivals are held. Some of the more important festivals attract anglers from all over the country. For example, the 1966 Festival at Bridlington attracted 1,570 entries, while the North West England Sea Angling Championships in Cumberland regularly attract 800 or 900 anglers each year.

67. There are few parts of the coast which are not fished from the shore or from boats. Almost every town and village has its angling club. The greatest activity is found in the main holiday areas, particularly in the resorts which provide the necessary facilities for boat anglers. The south west peninsula provides some of the best sea fishing of all types in the British Isles and is visited by large numbers of angling enthusiasts from elsewhere during the summer months. Other popular areas are found on the parts of the coast which are most accessible to the main centres of population. Large numbers of anglers from inland areas visit the coast each weekend. It is reported that one quarter of the sea angling competitions in the country are organised in inland towns.

68. No reliable figures are available for the number of sea anglers in the country. Club membership figures are available for only a few areas; for example, there are about 40 sea angling clubs on the coasts of Northumberland, Durham and the North Riding with a total membership of between five to six thousand. No figures at all can be obtained for the number of unattached anglers, although the Northern Advisory Council for Sport and Recreation estimate that on the north-east coast there are about five thousand - roughly equal to the number of club members. Elsewhere it is thought that the unattached anglers considerably outnumber the club members. The ranks of the regular anglers are also swollen during the summer months by large numbers of holidaymakers who do some fishing during their annual holiday.

69. Although the number of participants is not known, all the available evidence points to sea angling having experienced a rapid growth in recent years. Most clubs

report a marked increase over the last ten years and on the north west coast it is thought that numbers have at least doubled. Within this general expansion of sea angling there appears to have been a relative increase in the importance of boat fishing.

70. There is no close season for sea angling and it can be carried out throughout the year. The main boat fishing season extends from April to November but can be continued during the winter, provided that boats are available and weather conditions permit. Shore fishing continues to a much greater extent during the winter months, although the seasonal migration of fish determines the type of fishing. The greatest activity takes place during the summer months, with the peak in the main festival season between June and September. Within this period, there is heaviest use at weekends, although disturbance by other users often keeps anglers away from the beaches during the main holiday period.

71. Conflicts between anglers and other users do occur, particularly at the height of summer which is the peak time for most activities, but they seldom reach serious proportions. The main complaints concern alleged disturbance by boats, the use of beaches by surf riders which interferes with anglers' lines and occasional nuisance by power boats and unorganised skiling. Generally anglers report that they find boat and sailing clubs co-operative and satisfactory arrangements are usually made for matches and festivals.

72. Sea angling makes two kinds of demand on the coast. The first is the need for right of access to the coast in general and particularly to piers, jetties and other suitable casting areas; occasionally restrictions are placed on the use of the coast by anglers. The second is the need to cater for the growth of boat fishing which requires the same mooring, boat parking and launching facilities as does sailing. In many popular angling and sailing areas there is already a shortage of these facilities. This could be a limiting factor to the growth of boat fishing. Sea anglers would like to see the provision of launching ramps on many beaches that are at present unsuitable for boat users. They would also welcome the use of new or improved clubhouse facilities, with storage space for equipment, rooms for meetings, changing accommodation and car parking. In many clubs such shore-based facilities are either non-existent or inadequate.

73. In the future there seems no reason why sea angling should not continue to develop rapidly. With growing pressure on freshwater angling facilities, increasing numbers of anglers are likely to change over to sea angling, which has the advantage that it is free of any licence and can offer a wide range of species.

Sub-aqua

74. Free diving was born a sport with the development of the aqualung during the Second World War and has since grown rapidly in popularity. A limited amount of diving is done in inland waters and swimming pools are often used for training, but divers much prefer the sea for most of their activities. The majority of divers still work from the shore but increasing numbers are using boats to reach interesting waters some distance from the coast. Besides the divers using aqualungs, large numbers of people (both British Sub-Aqua Club members and casual swimmers) practise 'smorkling' in coastal waters.

75. The distribution of this activity is very much controlled by the nature of the coast. Diving is practised to some extent along the whole coastline of England and

Wales. The less satisfactory areas are used mainly for training by local clubs which make regular visits to the parts of the coast where conditions are more favourable. The need for good visibility, a considerable depth of water easily accessible from the shore and interesting seabed topography mean that most diving is done on rocky coasts with few sandy beaches. For this reason, diving tends to be mainly a west coast activity, although it is important on parts of the north east coast and at Sberingham and Cromer in East Anglia. On the west coast the most popular areas are in Devon and Cornwall, Pembrokeshire, North Wales and Anglesey, and the Isle of Man. Because these areas are relatively inaccessible to the main centres of population the majority of divers, and particularly those from inland clubs, often choose to travel considerable distances to find good conditions.

76. Diving with breathing apparatus is very much a specialist sport requiring expensive equipment and adequate training if it is to be practised safely. Consequently most participants are members of clubs. The British Sub-Aqua Club, which is the national body for this sport, was formed in 1953 and now has nearly 8,000 members within the British Isles. The B.S.A.C. estimates that there may be perhaps another 5,000 divers who do not belong to its recognised branches. Many of these divers are based in inland areas but most will make some use of the coast. Much of the development of the activity seems to have taken place over the last ten years. The membership of the B.S.A.C. is currently increasing by about 1,000 a year. There seems no reason why this growth should not continue. The B.S.A.C. suggest that there may be as many as 30,000 divers in ten years time.

77. Training takes place throughout the year in swimming pools and some coastal clubs continue to dive during the winter when weather conditions are suitable. But for the majority of participants sea diving takes place only between April and October with the peak period in July and August. Most coastal diving is done at weekends and during holiday periods because many divers have to travel so far to find good conditions.

78. Safety is a very important factor for all sub-aqua work. The future development of coastal diving will largely depend on the existence of clubs which can provide appropriate training and enforce safety precautions. The B.S.A.C. has laid down a set of safety precautions and recommend that sea diving should always be done in groups of two or more.

79. The safety of divers can also be jeopardised by other water users, particularly power boats and water skiers. Where divers are in isolated areas there is no difficulty. In more congested waters it is essential that diving flags should be used, which can ensure safety without imposing too much restriction on the freedom of movement of other water users. But it is essential that boat owners in particular should be aware of the meaning of diving flags and other signals and take notice of them.

80. Apart from this question of water safety, divers seldom come into conflict with other water users. Occasionally there have been rather strained relations with professional fishermen, particularly crab and lobstermen, but this should not be a problem if divers follow the *Code of Practice for Underwater Swimmers* drawn up by the Ministry of Agriculture, Fisheries and Food with the support of the leading diving organisations and local Sea Fisheries Committees. Divers have also sometimes caused a nuisance to local inhabitants and other beach users because they arrive at favoured spots in parties and wish to get their cars and equipment as close to the water's edge as possible. This problem can only be solved by restriction and the provision of suitable car parks and other facilities.

81. As diving continues to develop, shore-based facilities will be needed to an increasing extent. Most clubs would like to have a clubhouse that could provide changing accommodation, a car park, compressors for refilling cylinders and space for maintenance. The most pressing need is for safe storage for the heavy and costly equipment involved. There is also a need for the establishment of centres which can provide the facilities necessary for the training of beginners and for the proper conduct of more advanced courses. In this context, the B.S.A.C. has already considered the development of National Diving Centres at Fort Bovian Sands at Plymouth and on the Isle of Man.

82. The best diving conditions are found in relatively limited areas that are often not particularly suitable for other activities. Divers are anxious that their continued access to these areas should be ensured. Where it can be done without detracting from the unspoilt nature of the coastline, they would also welcome the provision of road access to car parks within easy reach of the waterfront in order to minimize the manhandling of heavy equipment.

Surf life saving

83. The recent growth of surf life saving in Britain has meant both the introduction of a new activity into coastal areas and an important development in water safety. The Surf Life Saving Association of Great Britain was founded in 1955 with the aims of promoting and controlling the work of trained and organised beach life saving clubs, and the development of the highest standards of skill and safety in all surf sports. High qualifying standards are set by the Association and the development of skills is encouraged by regular instruction and examination and also by the introduction of a strong competitive element through national and regional championships. Its member clubs provide spare time voluntary life saving patrols throughout the summer months at coastal resorts, whether surf conditions exist or not. The basic equipment consists of the reel, line and belt (patterned on that used by the Surf Life Saving Association of Australia) supplemented by surf boards and surf skis.

84. The Association now has nearly 40 affiliated clubs (shown on the map at the end of this report) with a total membership of about 1,650. Most of these clubs have been formed during the last ten years and the number of participants has grown very rapidly, especially during the last 2-3 years. Surf life saving is most developed on the surf coasts of the south-west peninsula and is also important in South Wales, while other clubs have been formed in Hampshire, Somerset and Sussex. It is anticipated that this activity will continue to expand rapidly and that this will bring a requirement for additional beach-based accommodation to house the equipment used by clubs.

85. Accompanying this development of surf life saving there has been a rapid growth of *surf board riding*. This has become a very popular activity in areas where surf conditions exist, especially along the coasts of Cornwall, North Devon, Glamorgan and Pembrokeshire which are considered to be the best areas. There is a growing group of surf board riders of national and international competitive standard and a large following of annual holiday enthusiasts, but reliable statistics of total numbers are not available. In the last few years, fashions in surf boards have changed from the 14 to 16 foot 'long-board' to the ten foot 'Malibu' board which is becoming increasingly popular.

Swimming

86. Sea swimming is an activity in which only a very small minority of participants

are organised into clubs and seek rather different coastal conditions from the majority of casual swimmers. For this reason, casual and club swimming are considered separately.

Casual swimming

87. In terms of numbers, casual swimming is undoubtedly the most important single recreational activity on the coast. It is impossible to give any estimate of levels of participation, although these are clearly a function of the numbers of people visiting the coast for days, weekends and longer periods. What does seem certain is that the number of sea swimmers is likely to increase considerably due to the social and economic factors which influence the growth of coastal recreation generally, and also to increasing numbers of people learning to swim at school.

88. Casual swimming takes place along much of the coastline, particularly where there are sandy beaches, with the greatest concentrations in the main holiday areas and larger resorts. The most popular areas are shown on the map at the end of this report. However, the greater mobility given by the motor car and the use of caravan, camping and chalet sites has led to the rapid growth of swimming in hitherto little-used coves and bays away from the popular resorts. For climatic reasons sea swimming is largely confined to the period between June and September, with peak times at weekends and in the main holiday season between mid-July and the end of August.

89. Most sea swimming is done fairly close to the beach, but within this zone most other activities can be a danger to bathers. The main conflicts arise with water skiers and power boat users, and to a lesser extent with anglers and surfing canoeists. Where these activities are competing for the same area of water the problem can be solved by zoning and the provision of safe areas for swimming.

90. Water safety is the most important problem that arises from the development of casual swimming in the sea. The sea around most of the coastline can be dangerous to swimmers because of the technical problems caused by currents and surf and because fluctuating sea conditions introduce hazards that can be met only by adequate observation and warning. Many resorts already have a lifeguard service, but the growth of swimming away from these resorts means that increasing numbers of indifferent swimmers or non-swimmers are bathing from isolated and often dangerous beaches and coves. This is a problem that can only be solved by training, better advisory and warning services, and the provision of more lifeguards and rescue apparatus.

91. The basic needs of casual swimming are access to suitable water and the provision of changing accommodation and toilet facilities. The growth of swimming away from the resorts has made the provision of such facilities difficult, both for reasons of cost and because they might conflict with the natural beauty of the undeveloped parts of the coastline. But in the most popular areas where large numbers swim there is a need for the construction of safe bathing areas by means of booms and walls with nearby car parking, changing accommodation and other facilities.

Club swimming

92. Because of the variable climate and the problem of marking out a course in tidal waters, the sea is not used very much for competitive swimming. A number of sea swimming clubs exist around the coast but most use the sea mainly for training. No information is available about the membership of these clubs but it is thought to be either stationary or slowly declining. Clubs limited to the sea generally find it difficult to recruit new members. It is reported that in the Northern Region sea swimming clubs have fewer members than pre-war when inland facilities were not available.

93. There is some demand for facilities for long distance swimming championships in the sea. Any reasonably clean and sheltered stretch of water over about a mile in length is satisfactory, provided that there are good starting and finishing points. The numbers involved are small with only about 250 regular competitors, although the number of open championships has risen from three in 1956 to 26 in 1966, which may be indicative of either an increase in the number of participants or a growth of participation by the same number of swimmers.

Water skiing

94. Water skiing was first introduced into Great Britain before the Second World War but its rapid growth in popularity dates only from the early 1950's. As a sport it originated on the sea, but its organised development in Britain has largely taken place on sheltered inland waters. The sea, even in naturally protected bays, does not provide the conditions necessary for the sport to be practised at competition standards, while there is also the difficulty of maintaining jumps and a permanent slalom course. Weather conditions can also restrict the use of the sea, even during the summer months. Nevertheless in recent years an acute shortage of suitable inland water, and the fact that most inland clubs have full memberships, have encouraged skiers to make increasing use of the sea. This applies particularly to skiers who are not attached to clubs and are prepared to tow their boats to the coast.

95. Coastal areas are generally considered suitable for skiing wherever bays and coves provide shelter from winds that would cause choppy water and where beach access is available from which to launch boats and tow skiers. There are 29 clubs skiing on coastal waters (shown on the map at the end of this report) that are affiliated to the British Water Ski Federation. Most of these are in southern England. These clubs probably represent less than half of those who ski on the sea. There is no reliable information on where skiing is done by those who are not members of clubs. The reports of the Regional Sports Council suggest that some water skiing takes place wherever there are suitable conditions and that it is most important in the main holiday and sailing areas, particularly on the coasts of southern and south western England.

96. The B.W.S.F. has no figures for the membership of its affiliated coastal clubs. It is not known how many other groups and individuals do not belong to affiliated clubs. The Sports Council for Wales estimate that only about one-half of the skiers using the Welsh coast belong to clubs, while the Northern Advisory Council for Sport and Recreation believes that there are twice as many non-organised skiers using the north east coast as they are club members. No estimates were given for other regions, although several Regional Sports Councils think that most skiers are not in clubs. The B.W.S.F. itself believes that there are between 60,000 and 70,000 water skiers in England and Wales, but does not know how many of these use coastal waters. Similarly, there is no reliable information about the rate of growth of water skiing, although all sources agree that it has been very rapid in recent years. The Northern Advisory Council for Sport and Recreation estimate that on the north east coast the number of skiers is doubling every 5-6 years. With the current popularity of water skiing and of water sports in general there seems no reason why it should not continue to grow rapidly.

97. Most water skiing on the sea takes place in the summer months, usually at weekends with the peak period between June and September. But with the introduction of wet suits the season is being extended. Enthusiasts now start skiing in the spring and

continue into the early autumn. A few clubs ski throughout the winter when weather conditions are right, although there is much less winter skiing on the sea than on inland waters.

98. The main problem facing water skiing on the coast is that of maintaining access to suitable water. The sheltered bays and coves with firm beaches preferred by skiers are also much sought after by bathers and other water users. Because of the noise and safety problems arising from the use of fast and powerful boats the sport is unpopular with non-participants and is generally regarded as incompatible with most other water sports. At least part of this unpopularity seems to be the result of irresponsible and inconsiderate behaviour by drivers of power boats and casual water skiers. But some local authorities have reacted by banning all water skiing from harbours and other waters under their control.

99. Water skiers recognise that their activity can interfere with the comfort and safety of others but feel that the problems can be solved with the co-operation of local authorities and other water users. The most satisfactory solution appears to be a strict zoning of the water area which enables water skiing to be practised without coming into conflict with other users. This may take the form either of providing a buoyed-off area for water skiing within an enclosed stretch of water or of ensuring that skiing takes place away from other users by prohibiting boats from coming within 200 yards or more of the shore. Under both forms of zoning skiers can operate from a boat moored offshore. They consider it safer and more desirable to have a buoyed channel that provides them with a well-defined point of access to a harbour or beach so that boats can take up and set down skiers. This 'access lane' method is illustrated in figure 2 on page 27. The main drawback to zoning is that offshore skiing areas are not particularly suited to the training of beginners. Such zoning arrangements have been introduced in a number of areas and appear to work very successfully providing that reasonable control is exercised by clubs or local authorities.

100. Apart from access to a stretch of water which is free from other activities, the main needs of water skiing are moorings and storage space for boats, a clubhouse with changing and workshop facilities, and, where there is no hard beach, some form of ramp. The provision of such facilities or the introduction of zoning by a local authority would enable close control to be maintained over water skiing. This can most easily be done if local authorities encourage the formation of coastal water ski clubs by restricting the use of those facilities to club members; organised clubs are naturally reluctant to accept responsibility for discipline on water areas which are used by non-members.

LAND-BASED ACTIVITIES

Camping and caravanning

101. The growing popularity of camping and caravanning has been an important feature of the post-war growth of participation in outdoor recreation activities. Both of them are especially popular in coastal areas. Although each of them must be regarded as an activity in its own right, they are considered together here because they make basically the same kinds of demand on coastal land. This section is concerned only with *mobile* camping and caravanning; permanent holiday and residential caravan sites and the standing camps used by such youth organisations as the Boy Scouts and the Boys Brigade are not discussed.

102. Caravan and camping sites cater for three main types of visitor. The first is the camper or caravanner who is primarily interested in his activity as a means of obtain-

ing holiday accommodation on the coast and who spends the greater part of his holiday at the same site. This category probably includes the majority of family groups who tend to seek the larger 'holiday' sites with a high standard of facilities and good access to the seashore. The second is the camper or caravanner who moves from site to site, spending only a few days at each. This category includes the true camping or caravanning enthusiast who may use the organised 'holiday' sites but often prefers to use smaller quieter and more remote sites with simple facilities, or even farmland and other suitable areas. The third consists of those who use camping and caravan sites at bases from which to take part in other coastal activities, like angling, canoeing or climbing.

103. No reliable information is available about the rate of growth of camping and caravanning but there appears to have been a continuous rise in participation since 1945, with the greatest increase in the late 1950's and early 1960's. The Camping Club of Great Britain and Ireland estimates that there are in Great Britain at least two million campers, about 100,000 mobile caravanners and probably between 12,000 and 15,000 tent trailer campers. In addition, there is a growing number of foreign participants who use sites in England and Wales. It seems likely that those figures will continue to grow with perhaps the most striking increase being in the number of mobile caravanners. The Caravan Club, which is the national organisation for mobile caravanners, estimates that its membership will reach 60,000 families during 1967 and, if the present rate of expansion is maintained, 100,000 by 1970.

104. A limited amount of caravanning and camping does take place throughout the year but generally they are highly seasonal activities. The peak usage of sites occurs from mid-July until the end of August, but outside this period there is usually heavy demand at all weekends between Easter and the end of September. During this peak period, the coastal sites throughout England and Wales are nearly all full, although the heaviest demand occurs in the main holiday areas.

105. Generally the provision of suitable facilities has not kept pace with this rising demand. There are too few camping sites with the minimum essential requirements of water supply, toilet facilities and arrangements for rubbish disposal. As a result there has been a rapid and largely uncontrolled increase in camping on sites with only inadequate facilities or, in some cases, no facilities at all. Similarly, there is comparatively little provision for touring short-stay caravans, largely because site owners prefer the steady income they receive from residential caravans. Planning consents have sometimes required a proportion of pitches to be set aside for touring caravans, but experience shows that this is difficult to enforce and is not always complied with. Where caravan owners are unable to obtain a place on proper sites, as often happens in the main holiday areas during the peak period, they may spend the night on laybys along the coast road which have no toilet facilities.

106. There seems little doubt that more camping and caravanning sites are needed in coastal areas. This need can only be met by the provision of sites with a wide range of facilities, and of smaller and less sophisticated 'country' sites which offer quite simple facilities for the tourist and short-stay camper and caravanner. There also appears to be a need for transit sites within easy reach of the main ferry ports to the continent. The Caravan Club itself operated 62 touring sites during 1967 and plans to increase them to 100 in the near future. The Club's opinion is that tourist sites should be operated either by organisations such as itself or by local authorities.

Climbing

107. In the last few years there has been growing interest in climbing on sea cliffs

MOTOR BOAT AND WATER SKI ACCESS LANE

SKIING TAKES PLACE OFF SHORE
(DISTANCE TO BE DECIDED BY LOCAL
CONDITIONS WITH A MINIMUM OF
150-200 YARDS)

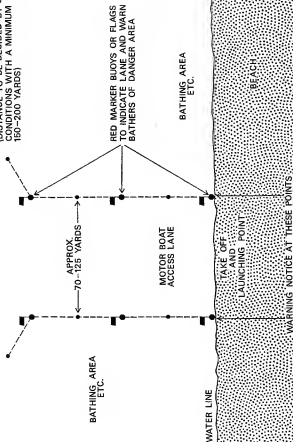


Figure 2

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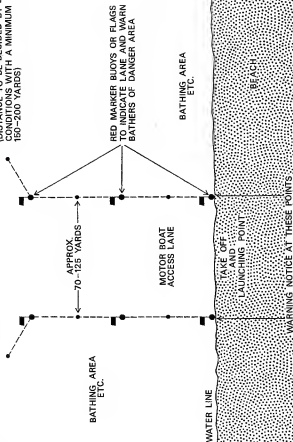


Figure 2

Walking and rambling

117. Walking in coastal areas is an activity which is enjoyed both by those who are members of organised rambling clubs and by many individuals and other groups. Long distance walking is also an important feature in most youth training schemes, including those of the Scouts, Guides, Boys' Brigade, Service Cadet Corps and the Duke of Edinburgh's Award. It seems likely that casual walking has more or less kept pace with the general growth of participation in outdoor recreation, but the membership of rambling clubs appears to have fluctuated. During the late 1950's there was some decline in numbers, but in recent years there has been a steady increase which seems to be continuing. This reversal of the downward trend probably stems from the mobility given by the private car.

118. Walkers and ramblers are primarily interested in the rural parts of the coastline and wish to see these preserved as far as possible from further development. They are also very much concerned about the provision and maintenance of access to the undeveloped parts of the coast. They would like to see the status of all footpaths settled as soon as possible and complain that many authorities are slow in publishing their maps of rights of way. There is also a need for more youth hostels and other simple accommodation along the coast, as well as camping sites for casual users.

Wildfowling

119. Wildfowling is an ancient sport which has attracted growing interest since the end of the Second World War. Shooting takes place over marshes and foreshore wherever wildfowl congregate. The main wildfowling areas are found along tidal estuaries and such coasts as those of The Wash and the Solway Firth. Under the Protection of Birds Act, 1954, shooting is restricted to the period between 1st September and 20th February. Within this period most shooting takes place at dawn and dusk, particularly at weekends.

120. There are 95 wildfowling clubs along the coasts of England and Wales affiliated to the Wildfowling Association of Great Britain and Ireland, with a total membership in mid-1967 of 9,660. In addition, many coastal areas are visited by members of inland clubs, while there is an increasing number of casual wildfowlingers, who often practise unauthorized and indiscriminate shooting. Wildfowling clubs have experienced a very rapid growth in membership over the last 10-15 years, but in most areas this growth appears to be levelling off.

121. Because of the problem of disturbance, most other activities are not really compatible with wildfowling, especially those using motor boats. There is also an element of danger when other people are within range of the guns. However, this does not appear to be a serious problem because few other people are attracted to wildfowling areas and because the sport is largely a winter activity. Where conflict with such activities as sailing does occur, the problem can often be solved by zoning. The future of this activity depends very much on conditions in wildfowling areas remaining unchanged. Wildfowlingers are very concerned about the possibility of drainage schemes and industrial encroachment in these areas and are also worried about the growing problem of pollution, both from oil and from industrial effluents.

Youth hostelling

122. The Youth Hostels' Association performs the valuable function of providing

cheap and simple accommodation in coastal areas for people of all ages. Out of a total of 260 hostels in England and Wales, 49 are situated on or near the coast, where they provide 2,568 beds, while a number of others are only a few miles inland. The hostels are intended for those people travelling through the countryside by non-mechanical means. But increasingly hostels are being used as bases from which members take part in other activities, such as rambling, sailing, sea canoeing and rock climbing. There has also been the growing use of hostels by school groups for field study.

123. In the last few years, the Y.H.A. has also introduced a wide range of 'Adventure Holidays', many of which are based on coastal hostels. Most of these are training courses which cater both for the more traditional activities, like walking, cycling and birdwatching, and for others such as sailing, canoeing and underwater swimming, where expert instruction and special equipment are provided. These Adventure Holidays are designed to introduce new members to hostelling and existing members to new activities. They have proved extremely popular. Their further development is limited by the shortage of suitable hostels, although it is hoped that some expansion will be possible on the Pembrokeshire and Furness coasts when sufficient hostels are available.

124. The Y.H.A. now has about 218,000 members and in recent years there has been a slow but steady growth both in membership and in the usage of hostels; this growth is expected to continue. Hostels are used to some extent throughout the year, but the main season for both Adventure Holidays and for ordinary use is July and August, although September has become increasingly popular.

125. The Y.H.A. report that no major increase in the number of hostels on the coast is contemplated, although it is hoped to establish a few new hostels on the coasts of Pembrokeshire and Cumberland. The Y.H.A. also intend to improve standards and provide additional beds at some of the existing hostels. The main difficulty in establishing new hostels is that of acquiring suitable buildings. The Y.H.A. would like to erect purpose-built hostels but generally lacks the necessary capital. There is also the problem of the rising cost of running hostels and maintaining them throughout the winter months when usage is severely reduced.

THE NATIONAL PATTERN OF COASTAL RECREATIONAL ACTIVITY

126. This chapter brings together the information presented in the activity surveys in order to give an overall picture of the national pattern of active recreation in coastal areas. In spite of the lack of reliable statistics, there has clearly been a rapid and continuous rise in the total number of people using the coast for recreational activities. But the extent to which this general growth has affected individual activities and different parts of the coast varies considerably. Similarly, there are important differences in the demands which these activities make on coastal land and the adjacent waters.

Recent changes in levels of participation

127. The activities which are most difficult to assess in terms of numbers and recent growth are those such as casual swimming, sea angling, cycling and rambling, which are largely practised in an informal way. Because they are to a large extent unorganised, the membership of their governing bodies gives only a very inadequate guide to the numbers involved. Also, they have no need for permanent facilities on the coast which could give an indication of their occurrence and growth.

128. The estimates available suggest that in terms of numbers, **casual swimming** and **sea angling** are by far the most important activities in coastal areas. Both have experienced considerable growth in the post-war period, related primarily to greater mobility and the increase in the number of people taking seaside holidays. **Cycling** has been declining steadily in popularity since the early 1950's, due mainly to the growth of private motoring, which represents both an alternative means of travel and a deterrent to the use of congested coastal roads. As a result, cycling is of minor importance in coastal areas, but there is some evidence that numbers may be stabilised at roughly their present level. **Walking and rambling** are similar to cycling in that they have been affected by increasing car ownership. The membership of organised rambling clubs has, in general, changed little over the last 10-15 years, but it seems likely that the greater mobility given by the private car has led to a growth in the numbers of **casual walkers** in the more remote coastal areas.

129. **Camping and caravanning** provide accommodation in coastal areas as well as being activities in their own right. They have both grown rapidly in popularity in recent years, particularly during the late 1950's and early 1960's. The rate of increase in camping may now have slackened, although there is still considerable growth, both in the number of participants and in the usage of sites. With growing prosperity the present increase in the number of touring caravans seems likely to continue. **Youth**

hostelling has experienced more modest growth, although there has been a steady increase both in membership and in the usage of hostels.

130. The most remarkable growth in the post-war period has taken place in those water-based activities which are relatively new to Britain and which are practised on both coastal and inland waters. In none of these activities – motor boating, sea canoeing, sub-aqua and water skiing – has it been possible to obtain satisfactory figures for the number of participants using coastal waters. But all the evidence points to their having grown very rapidly in recent years, although they are still small compared to the major water-based activities of casual swimming, sea angling and sailing. This growth has been partly the result of congestion and lack of facilities in inland areas. Motor boating, sea canoeing and water skiing have the most participants, but are generally little organised; sub-aqua is smaller, but has a well established club organisation.

131. Of the older-established water-based activities, rowing and organised swimming have experienced little increase in participation; numbers are small in both activities and are thought to be static, or even declining. Sailing, however, has grown remarkably since 1945 on almost every part of the coast, both in the number of clubs and total participants. Until the early 1960's, most of this growth was in dinghy sailing, but in the last few years increasing numbers of sailors have been turning to keelboats. Although there is a growing number of casual sailors, sailing is probably the most organised of all water-based activities, and it is by far the most important in terms of the demands which it makes on the coast.

132. There are also three older land-based activities, riding, wildfowling and golf, which have grown considerably in recent years. Wildfowling now has nearly 10,000 club members in coastal areas, with many more casual wildfowlers. However, the growth of controlled shooting, at least, has had relatively little effect on the coast because, by its nature, it is based on areas which are little used by other activities. Golf, on the other hand, demands substantial areas of coastal land, usually fairly close to urban areas, and existing facilities have come under increasing pressure. Riding has also grown rapidly in popularity near the main resorts and other coastal towns, but the numbers involved are not known. In addition, two newer land-based activities, sand-yachting and sea cliff climbing, have recently developed on the coast. At present, numbers are small and both take place in quite limited areas. Their development seems likely to continue on those parts of the coast which offer suitable conditions, but it is difficult to anticipate the extent of their growth.

Demands on coastal land

133. This growth in recreational activity has resulted in a number of demands being made on coastal land. The simplest demand is for access. Water-based activities must have suitable access points to the water. Those activities which depend on the enjoyment of the natural beauty of the coastline, such as rambling and cycling, need foot-paths and rights of way. Far more important from the planning point of view is the demand for permanent shore-based facilities on the coast. Many of these are most needed on relatively undeveloped parts of the coast. All of them require car parking and can be important in generating local traffic flows.

134. The most universal need is for the facilities required to accommodate and handle boats. This demand comes both from boating activities such as sailing and water skiing, and from others like sub-aqua and sea angling which are making increasing use of hosts. The main facilities required are moorings for keelboats, dinghy parks,

launching ramps and slipways, and 'hards' for maintenance. Those facilities are already inadequate in many areas. In addition, there is a demand in the main sailing areas for such ancillary requirements as boatyards, chandlers' shops, fuelling points and provision stores.

135. Some of the more organised activities, notably sailing, also require the use of a clubhouse, with such amenities as changing and washing accommodation, storage space for equipment, a workshop and social and catering facilities. Many existing club houses are inadequately equipped by modern standards, and unable to cope with the demands made upon them. Some of the newer activities have few, if any, club facilities, although they will undoubtedly require them as they become better organised. There is also a need for simple changing and toilet accommodation for swimmers, divers and casual users in most activities.

136. In recent years, there have also been growing demands for self-catering accommodation in coastal areas for those who take part in outdoor recreation. The most important of these demands is probably still for short-stay camping and caravan sites and simple overnight accommodation of the youth hostel type. There is also an increasing demand for permanent residential accommodation in the form of flats, chalets, cottages and static caravans. With increasing affluence and extended leisure time, this demand for permanent accommodation is of growing importance, particularly in the main sailing areas. For example, Caernarvon County Council estimate that 31 per cent of the club boatowners on the North Wales coast have acquired permanent holiday accommodation in the area.

137. The nature and extent of these demands mean that sailing, and to a lesser extent other activities, can have important effects on the areas in which they take place. Perhaps the most serious effect is on the natural beauty of the coastline. If these demands are to be met, the inevitable result is the intrusion of buildings, car parks, camping sites and other new features into the landscape. But there are other effects which may be regarded as beneficial. In some of the most popular sailing areas, local villages have prospered by developing into centres that cater directly or indirectly for the needs of yachtsmen. Similarly, the development of sailing facilities can have a significant effect on the fortunes of small declining ports, such as Port Dinorwic, Portmadoc and Burry Port in Wales. Sailing may also be valuable to the holiday trade because it helps to extend the season and perhaps attracts the more affluent visitor.

The seasonal pattern of activity

138. One of the main features of coastal recreational activities is their highly seasonal nature. Only wildfowling is a true winter sport in that shooting is confined to the period between 1st September and 20th February, although sea angling, sandiyachting and golf are practised to some extent throughout the year. All other activities take place mainly during the summer months, with a season extending from about Easter to the end of October, although enthusiasts will continue during the winter, whenever weather conditions are suitable. Within this period most activity takes place at Bank Holidays and other weekends, and builds up to a peak in the main holiday season in July and August. Thus the recreation facilities in coastal areas experience a marked seasonal pattern of use and are subject to distinct holiday and weekend pressures.

139. There is evidence that in the last few years the seasonality of recreational activity has been diminishing in some areas. To some extent, this is the result of such technical developments as the introduction of rubber suiting which has enabled

diving and water skiing to continue during the winter. But far more important has been the growth of local and regional demands on those parts of the coast easily accessible to the main urban areas. In particular, the increasing ownership of permanent holiday accommodation means that growing numbers of people are visiting these areas at weekends throughout the year. There has also been the growth of second and third holidays. This trend seems likely to continue, although the seasonal and holiday peaks will remain. Its effect will be to increase the overall pressure on the coast, but because this pressure will be spread more evenly throughout the year, it should lead to more economic use of the recreational facilities that are provided.

Congestion and pressure on facilities

140. The distribution of recreation activity along the coastline of England and Wales is largely controlled by the location of four categories of coastal areas. Many coastal areas fall into more than one category, and it is often where this occurs that there are the greatest recreational pressures and most serious planning problems.

Coastal areas easily accessible to the main centres of population These areas come under heavy pressure from local and regional demands for the facilities required by most forms of coastal recreation, but particularly for those associated with the main water-based activities.

The main coastal holiday areas The activities most commonly associated with these areas are swimming and bathing, camping and caravanning and casual boating of all kinds, but in many cases they are also important sailing areas.

Coastal areas which can offer especially favourable conditions for certain activities These are particularly important to activities such as sandysailing, sub-aqua, sea cliff climbing, wildfowling and the surf sports, where the necessary coastal conditions are found only in quite limited areas.

Coastal areas that are noted for their remoteness and natural beauty These are the most attractive areas for rambling, cycling and pony trekking, and are also of some importance for youth hostelling and camping and caravanning.

141. Congestion in these recreation areas can result from pressure on two kinds of resource:

The natural recreation resources of the coast These are the immediate water area itself, the beaches and foreshore, and the adjacent undeveloped areas of land. Some beaches and popular beauty spots become severely overcrowded during the main weekend and holiday peaks. Similarly, a few sheltered stretches of water, which are particularly attractive to a number of water-based activities, experience some congestion at the height of summer, although the Royal Yachting Association report that there is only one place, Chichester Harbour, where the capacity of the sailing area appears to have been reached. But generally, congestion is not yet a serious problem as far as these resources are concerned. The coast itself can accommodate a considerable expansion of recreational activity.

Man-made recreation resources These include permanent facilities like clubhouses, slipways and boat moorings as well as such ancillary requirements as access roads, car parking and accommodation. Most of these facilities are already subject to seasonal congestion in that there are few parts of the coast where they are not filled to capacity

during the main holiday peak. But outside this peak period, there is an important distinction between dinghy parks and boat moorings and other facilities. The use of most facilities is related to the amount of recreational activity taking place and they will usually have spare capacity outside this period. But dinghy parks and moorings are essentially means of storing boats when they are not in use and may remain full throughout the year, whether sailing takes place or not.

142. For these reasons, those activities which do not require permanent facilities – angling, canoeing, climbing, swimming, cycling and sub-aqua have been least affected by congestion. But a number of other activities are already experiencing difficulties. Existing golf courses are becoming less able to accommodate the marked seasonal and weekend demands made upon them. Camping and caravan sites are often inadequate and are usually full during holiday periods. Water skiers are finding it increasingly difficult to obtain access to suitable water areas. However, the most critical problem is that which faces sailing and all other activities which use boats, because of the growing shortage of moorings and, to a lesser extent, dinghy parking space.

143. At present, the most serious congestion occurs along the coast of southern England between Poole Harbour and the Thames estuary. This is the most popular sailing area in the country as well as being an important holiday area. Much of it is also within two hours' travelling time of some 20 million people, so that it comes under heavy regional pressure. On most parts of this coast, the capacity of existing recreational facilities has already been reached. In particular, there appears to be little room for the expansion of sailing, except through the construction of artificial harbours. Similar regional pressures are felt on the coasts of North Wales and Lancashire, although on a much smaller scale. Elsewhere, shortages of moorings and golf clubs with full memberships are reported on most parts of the coast, while nearly all recreational facilities in the south west peninsula become congested during the holiday peak. In the next few years, the most important development is likely to be the spreading of regional demands into relatively new areas, such as the coasts of Devon and Cornwall, West Wales and East Anglia.

SOME PROBLEMS OF COASTAL RECREATION

144. The increasing and developing use of coastal areas for recreational activity has created a number of new problems and aggravated others. It will be important that these be taken into account in the framing of a policy for the development of facilities for coastal recreation. In this chapter, therefore, some of the more important of these problems are outlined and their implications discussed.

Access and the provision of roads

145. With the expected increase in the number of people using coastal areas for recreational activity, the question of access is likely to be of critical importance. Two kinds of access are needed in coastal recreation areas. The first is the provision of footpaths and rights of access to the foreshore for anglers, climbers, walkers and ramblers, wildfowlers and similar users. The second is the provision of access for motor cars to recreational sites; this involves the provision of both access roads and suitably located car parks.

146. Quite a lot is already being done to improve access in coastal areas, particularly as regards the establishment of rights of way. An important development here has been the approval of long distance coast paths for Yorkshire, Pembrokeshire and the south west peninsula, and the proposals for others on the coasts of Durham, East Suffolk, and the Isle of Wight. But there is an urgent need for the publication of maps of rights of way for all coastal areas. Such maps are at present available for only parts of the coast.

147. Road improvements and car parking facilities are also essential to the recreational development of many coastal areas, but their provision raises two important problems. The first is the question of finance. Under present arrangements the Ministry of Transport is responsible for the planning of trunk roads and, because it gives a 75% grant towards the cost of approved schemes, for the selection and programming of principal roads. In the allocation of resources for these roads the Ministry gives priority to the main routes carrying the greatest volume of industrial and commercial traffic. The responsibility for the planning of principal and for all other classified and unclassified roads rests with the local highway authorities. This means that a large part of the cost of providing roads in coastal areas falls on essentially rural authorities with low rateable values. As a result, some county councils have been reluctant to make the necessary improvements, largely because the heavy cost incurred would have to be borne by local ratepayers, who would receive little direct benefit. There are similar financial difficulties involved in the provision of car parks, for experience suggests that they are unlikely to be self-supporting.

148. The second problem concerns the affects of motor traffic on the coastal areas themselves. Unless the provision of roads and car parks is carefully planned, there is a risk that it will attract more people into these areas than can reasonably be accommodated, thus leading to a deterioration in amenities and the landscape. Car parks can also intrude upon the landscape if they are not carefully sited. What is needed in these areas is the preparation of integrated plans for roads, car parks, footpaths and associated facilities that will take account of both the landscape considerations and the needs of recreational users.

149. A special problem of access in some coastal areas arises from the fact that large amounts of land are held by the armed forces and other government departments. The public is excluded altogether from certain of these areas, while others, for example some firing ranges, are subject to periodic closure. Concern is expressed by local authorities and recreational users about the continued retention of what are often large and important coastal sites. For example, the South West Peninsula Long Distance Footpath is blocked by the tank firing range at Lulworth Cove, while part of the Pembrokeshire Coast National Park is occupied by military establishments. It is felt that, in some cases, these areas are under-used and that consideration should be given to their opening up for recreational use.

Conflicts between water-based activities

150. Where two or more activities make use of the same stretch of water, rising levels of participation have often led to conflicts between them. These conflicts occur in two kinds of inshore area, which have slightly different problems: (a) In water areas adjacent to popular holiday beaches, the main concern is for the safety of swimmers and bathers, for whom most other activities can represent a source of danger. (b) In harbours, estuaries and other enclosed waters, the main conflicts are related to competition for the use of the water between the various boating activities.

151. *Water areas adjacent to the main holiday beaches* In this zone, the most serious problem concerns water skiing and motor boating, which can be dangerous not only to swimmers and bathers but to most other water users. The most satisfactory solution to this problem is to prohibit motor boats and water skiers from coming within a specified distance of the shore, except along a buoyed channel reserved for their use. Such arrangements have already been introduced by a number of local authorities under the Public Health Act, 1961, which enables them to make bye-laws to control the use of motor boats within 1,000 yards of the foreshore. On some coasts, particularly those of Wales and the south west peninsula, conflicts may also occur between swimmers and bathers and the surf sports. This problem can be solved by a zoning of the beach to separate surfers from other users. Since these activities are largely unorganised, timetabling does not seem to be practicable.

152. *Harbours, estuaries and other enclosed waters* Conflicts can occur to some extent between most water-based activities in these areas, and also between recreational boats and commercial craft, but again the most serious problem concerns motor boating and water skiing. Generally these are regarded as incompatible with other activities in enclosed waters. The only solution to the problems caused by motor boats appears to be the introduction of speed restrictions within areas that are intensively used by other activities. Such speed limits have already been introduced in most harbours and in many other areas. Water skiing is rather different in that it can be practised in such waters if a suitable buoyed area can be set aside for its use. A number of local authorities have designated such areas for water skiers and these

appear to work successfully. Similarly, where conflicts occur between other users, they can usually be resolved by zoning or timetabling arrangements. Generally, zoning appears to be the more satisfactory, both because it requires less organisation and because it allows all activities to take advantage of favourable weather conditions. But where areas of water are not easily divisible, they can be shared on a time basis.

153. Speed restrictions and zoning arrangements can be important means of increasing the capacity of water recreation areas, but their success depends upon their enforcement. Although local authorities often have power to regulate the use of water areas, they can usually only do so by controlling access to the water. As far as off-shore water areas are concerned, they seldom have the necessary staff and there is also the problem of identifying those who infringe the regulations. In the long term, the only solution to this problem may be the appointment of water wardens with suitable powers, and the compulsory registration of motor boats, and perhaps other small craft, so that they and their owners are clearly identifiable. Such a solution was reluctantly proposed for inland waters in the survey, *Inland Waters and Recreation*, by the Central Council for Physical Recreation. There is also a need for a code of behaviour for recreational users in coastal areas, similar to *The Water Sports Code* prepared by the C.C.P.R. for inland waters.

Conservation

154. Intensive use of coastal areas by most forms of recreational activity can lead to the increasing disturbance of the ecological balance. Three main kinds of coastal habitat are particularly vulnerable to the effects of recreational use.

Sand dunes Here the main problem is the acceleration of dune erosion by trampling and the growing practice in some areas of driving private cars over the sand dunes in order to reach the beach. For example, this kind of dune erosion has become a major problem on a number of beaches on the coast of Anglesey.

Salt marshes, shingle and mudbanks In these areas, vegetation is little affected by recreational use, but disturbance of bird life can be a serious problem. Many estuaries and enclosed waters, which are attractive for sailing and other water-based activities, are also important feeding grounds for wildfowl and waders. Among recreational users, wildfowlers are particularly interested in preserving these habitats and often spend considerable sums of money on conservation and the rearing of wildfowl. Some of these areas, like parts of Poole Harbour and the tidal reaches of the River Blackwater, have important shellfish fisheries, which may also be affected by recreational use.

'Hard' shores Here the main problems are the risk of fires, damage to plants and disturbance of birds. These problems may become serious where large numbers of people congregate. In addition, the growth of sea cliff climbing, which is concentrated into very limited areas, may lead to minor cliff erosion.

155. Perhaps the most important conflict between conservation and recreational activity arises from the disturbance of bird life. Disturbance at roosting and nesting sites is the most serious problem and is caused particularly by the noise from powered craft and by sailors and other boat users landing on islands used by birds for nesting and roosting. Generally, disturbance at feeding grounds is not so important, since these are usually mudflats which are used by the birds at times when they are not

suitable for recreational activity, although the increasing use of canoes and shallow-draughted powered craft, which allow penetration into small waterways, may make this a growing problem.

156. It is clear that certain areas need to be safeguarded from the effects of recreational activity. Most activities must be severely limited or even precluded within nature reserves and it may be necessary to protect vulnerable habitats elsewhere by legislation which controls access; for example, landing on certain islands during the nesting season might need to be prohibited. In all cases, the existence of controlled areas should be clearly indicated or made known to recreational users through their club organisations. Where a demand exists for additional recreation facilities it is important that an assessment should be made of the effects of increased recreational use on the ecological balance of the area, and that this should be taken into account in determining the extent of the expansion of activity. In particular, studies should be made that will indicate the areas where additional boat moorings and shore-based facilities can be absorbed with least damage to the natural habitat. An important study of this type has already been carried out for Langstone Harbour.*

The financing of facilities for coastal recreation

157. If the growing demand for recreational facilities in coastal areas is to be met, there will need to be considerable capital investment in these areas. Capital for the development of such facilities may be provided by amateur sports clubs, private enterprise or local authorities. Of these, the amateur sports clubs and private enterprise seem unlikely to make a major contribution. Most amateur sports clubs lack the capital necessary to carry out large-scale developments, even with grant aid from the Department of Education and Science. Private investors appear to be still doubtful about the commercial viability of facilities whose marked seasonal pattern of use may mean that they are not sufficiently remunerative, unless they are associated with other revenue producing developments. This means that in the future local authorities may have to play a larger part in financing coastal recreation facilities than they have in the past. Certainly, recreational users appear to support increased provision of facilities by local authorities.

158. The main problem here is that much of the coastline is controlled by rural district councils and other small authorities with insufficient funds to invest in such projects. In such cases it is not reasonable to expect rural authorities with limited resources to meet unaided the regional, and in some cases national, demands made by recreational users resident in other areas. For these reasons, there may be a need for a revision of the present financial arrangements, so that local authorities can obtain direct government assistance for the development of these facilities. An alternative solution might be some system of collective financing so that the cost of a coastal recreational project could be spread over its catchment area. Legislation already permits authorities to combine in financing a recreational project, but there is a need to make the arrangements for effective joint action easier.

Marinas

159. The growing shortage of conventional swinging moorings has led to a demand for other types of moorings. As a result, there have been a number of proposals in

*See C. R. Tubbs, *Langstone Harbour, Hampshire: a study of harbour uses and conservation*. (Duplicated typescript.) The Nature Conservancy, July 1966.

recent years for the construction of 'marinas' or artificial yacht harbours. These include both completely new harbours with locks which maintain the water surface at a constant level, and those which are formed more simply in existing sheltered waters by the provision of access to moorings along broadwalks floating on pontoons. Most of these have been for sites on the eastern and southern coasts of England, although a few have been proposed elsewhere. Generally, they are designed to provide moorings for between 500 and 1,000 craft, together with such ancillary facilities as fresh water and electricity supplies, a clubhouse, car parking, changing and showering accommodation, fuelling points, provision stores, repair and maintenance facilities and chandlery shops. Many of them also incorporate substantial land-based holiday facilities in the form of hotels and motels, flats, chalets and other weekend accommodation. The most ambitious scheme so far proposed is that for a marina at Brighton, where a £10 million development is planned to provide berths for between 2,000 and 3,000 craft in association with a large entertainments complex.

160. The cost of providing such marinas is nearly always high, largely because of the heavy expenditure incurred in excavation and the construction of locks and sea walls. In most schemes, the cost per berth works out at £1,000 or more, and the Royal Yachting Association suggests that in very exceptional circumstances where a completely new artificial harbour has to be built, it could be as high as £10,000. Because of the heavy capital investment required, there is some doubt about whether marinas can ever be economic propositions unless they are accompanied by other revenue producing developments. Even where such developments are permitted, rents normally need to be very much higher than those charged for conventional moorings; an average rental for a 25-foot craft might be of the order of £100 a year.

161. In the past it has often proved difficult to raise the necessary capital for the development of marinas, mainly because private investors have been uncertain about their commercial prospects. Similarly, local authorities have been reluctant to invest in marinas without financial support from the Government. But recently, they have been the subject of an increasing number of planning applications. Some of these have been approved and a few marinas built at places on the south coast of England, like Newhaven and Chichester Harbour (See plates 5 and 6). But many others have been refused, usually because of landscape considerations or because the land-based holiday facilities represented the major part of the scheme. Sometimes, there is also the problem that the existing road pattern may not be able to cope with the traffic likely to be generated by a large marina.

162. Marinas appear to offer a number of advantages in addition to the provision of moorings. They can be useful means of raising the general standard of facilities available to sailors and, if they are designed for multi-purpose use, for other recreational users. In places such as the Essex Creeks, where soft mud makes it difficult to launch boats at low tide, they could increase the capacity of the sailing area by allowing sailing to take place at all states of the tide. They may also be an asset to the local area; for example Newhaven is finding that its marina is an attraction which is helping its development as an informal holiday centre.

163. Thus in areas where an expansion of sailing is thought desirable, the importance of marinas should be recognised and their development encouraged in suitable locations. Where the ancillary land-based facilities, which make marinas profitable for private enterprise, are not permitted by planning considerations there may be a case for the development of simple yacht harbours by the local authority. There is also need for an investigation of the economics of such developments.

164. Pollution of coastal waters by oil, industrial effluents and domestic sewage can be an important deterrent to most water-based activities. Those who are most conscious of the problem are participants in activities which involve entry to the water, notably sub-aqua, swimming and water skiing. But it can also create a problem for dinghy sailors and canoeists, who are likely to experience a number of capsize, as well as being of nuisance value during boat handling operations. Because of its effect on marine life, pollution can also prevent the use of areas for sea angling, while oil pollution in particular can be a serious menace to wildfowl.

165. Complaints about pollution were made in most of the reports from the Regional Sports Councils and the governing bodies of water-based activities. Pollution from oil and untreated sewage seems to occur to some extent on most parts of the coast, particularly where there are large coastal urban areas. However, it does not yet appear to seriously restrict the use of open coasts for water-based activities, although it is often unpleasant and is thought to be increasing. But in some estuaries and other enclosed waters the problem assumes much more serious proportions. It is most acute in north-east England, where pollution of all kinds limits the use of the estuaries of the Tyne, Wear and Tees for many water-based activities. On this coast there is also the problem of the colliery waste dumped into the sea, much of which is subsequently deposited on to the beaches. Most other estuaries with industrial hinterlands are polluted to some extent, particularly the Bristol Channel, the Mersey, the Humber, the Thames and Southampton Water. There is little that can be done about such pollution, except through the construction of inland treatment works in coastal towns and stricter control over the discharging of oil and industrial effluents into coastal waters. In some areas, much is already being done to reduce the incidence of pollution.

Water safety

166. One of the most serious problems that has arisen from the rapid growth of water-based recreation in coastal areas is that of water safety. There are really two separate but related problems here. The first concerns the safety of those who use boats of all kinds. This problem has become serious, due both to the growth in the number of boats and to the increasing numbers of casual participants who venture on to the open sea without the benefit of the training and advice that are provided by organised clubs. This problem can only be alleviated by the provision of additional rescue craft, the establishment of advice and warning services and the organisation of suitable training courses for those who want them. In enclosed waters, safety can also be improved by a zoning of the water area that separates different activities.

167. The second problem concerns the safety of swimmers and bathers. This has become increasingly important in recent years for several reasons. Not only are more people bathing in the sea, but greater mobility and the growth of self-catering accommodation away from the main resorts have meant that increasing numbers are bathing from isolated beaches, often without safety facilities of any sort. In addition, the increasing use of water sports equipment, such as surf boards, surf canoes and small boats of all kinds, represents a growing danger to bathers, and especially to children. The main need here is for some form of zoning that will allow water skiing and the surf sports to be practised without danger to bathers. Ideally the zones should

be indicated by marker buoys, but where this is not practicable, suitable notices or other signs can be placed at the water's edge.

168. At present, the standard of warning and rescue services around the coast varies considerably. In many places these facilities are either inadequate or non-existent. A number of resorts already have lifeguards on their main holiday beaches and many more have posted warning notices. In some areas, these are supplemented by lifeboats and high speed inshore rescue boats provided by the Royal National Lifeboat Institution. There is also a variety of other organisations and voluntary bodies teaching life saving methods, providing rescue services and publicising the dangers of swimming and bathing. But in the country as a whole there is already a need for the improvement of safety facilities. This will be made more urgent by the expected increase in participation in water-based recreation.

169. Water safety in coastal areas is becoming such a major problem that there may be a case for the establishment of a National Lifeguard Corps with powers to enforce safety regulations. There is certainly a need for the standardisation of rescue services and close co-operation between the various bodies involved. A start has been made in this by the publication by the Royal Society for the Prevention of Accidents of *A National Colour Code for Flags, Notice Boards and Life Saving Equipment*. (See Ministry of Housing and Local Government Circular 40/67, *National Water Safety Campaign*.) This sets out the basis for a uniform and generally recognised system of safety marking for bathing areas, both coastal and inland. If this system is adopted by all coastal local authorities, it will lead to the standardisation of flag signals and danger notices. It is important that it should be given the widest possible publicity.

170. Recreational organisations have become increasingly conscious of the need to introduce higher standards of water safety in coastal areas and have already done a great deal in this direction. Sailing clubs, in particular, accept responsibility for the safety of their members and provide their own rescue service during racing; some of the bigger clubs have fast powered rescue boats which patrol large areas. Instruction courses are also regularly organised for canoeists and sailors, for whom there are 52 sailing schools recognised by the Royal Yachting Association.

171. The recent growth of surf life saving as an activity has been an important development in water safety in some areas, for member clubs of the Surf Life Saving Association of Great Britain provide trained life saving patrols at a number of resorts. Another recent innovation has been the development of rescue techniques by canoeists, particularly on the north east coast, who claim that their method is the fastest known approach to a swimmer in difficulties. Several beaches in north east England enjoyed canoe lifeguard patrols during the summer of 1967 and a Corps of Canoe Life Guards has been organised by the British Canoe Union.

A POLICY FOR COASTAL RECREATION

172. The rapid growth of coastal recreation in the last 20 years has led to increasing demands on coastal land, particularly for the development of permanent facilities. On many parts of the coast it would appear that existing facilities do not meet even the present demand, at least during the peak period. This suggests that at the present level of investment, the capacity of the coast for recreational use will be reached within the near future. Yet at the same time, all the available evidence points to levels of participation in most forms of coastal recreation continuing to rise rapidly.

173. Over the coastline as a whole, there is likely to be a rapidly growing demand for the further provision and development of recreational facilities. If this demand is to be satisfied, there will be need for considerable public investment and the adoption of more positive planning policies for the development of such facilities. Planning for recreation should be regarded as an integral part of planning as a whole and the needs of recreational users must be fully taken into account in the preparation of development plans for coastal areas.

Facilities required

174. The kind of evidence on which this study is based makes it clear that there is need for a more detailed assessment, on a regional and a national scale, of the requirements of both organised and casual users. Nevertheless, the recreational facilities most urgently required in coastal areas emerge quite clearly as follows:

Facilities for boating activities The most critical problem is the shortage of storage for boats, especially moorings for keelboats. In the long run, this can only be solved by the development of marinas in suitable locations. Elsewhere there will be a need for additional dinghy parking, public slipways and allied facilities.

Clubhouse facilities There is a growing demand from both organised and casual users for the provision of washing, changing and locker facilities, storage space for equipment, catering arrangements and other social facilities. Such facilities can most conveniently be provided in some form of clubhouse associated with other facilities. Wherever possible, these clubhouse facilities should be designed for joint use.

Public camp sites to accommodate both tents and short-stay caravans There is a need for large 'holiday' sites with a high standard of facilities, and for smaller 'country' sites with more basic facilities. Generally, it appears that such sites will need to be largely provided by local authorities.

Buoyed areas and access lanes for water skiers The development of this activity in coastal waters can only take place without danger to other users if such facilities are provided and control over them exercised by clubs or local authorities.

Access There is need for a clarification of the status of all footpaths, the provision of additional access points to the water, and right of access to the foreshore and to undeveloped coastal areas.

Golf courses and other golf facilities More public golf courses are required to relieve the weekend and holiday pressures on existing clubs. These will probably need to be provided by local authorities.

175. *Roads and other ancillary requirements* It must also be recognised that the provision of these facilities will create additional demands for such ancillary requirements as access roads, car parking and residential accommodation. In particular, the provision of suitable roads is of critical importance, for the recreational development of coastal areas cannot be adequately planned in relation to a network of roads designed entirely for other purposes. For this reason, the needs of recreational users should be taken into account in the planning of trunk and principal roads. Consideration should also be given to the provision of grants for other roads which are essential to the recreational development of a coastal area.

The provision of facilities

176. The provision of these facilities in coastal areas will require large-scale investment, both in capital expenditure and in maintenance and administration. This will involve important decisions related to (i) the kind of agency that will provide the facilities, (ii) the nature of the facilities they provide, and (iii) the way in which these facilities will be allocated to the various activities and categories of user.

177. *The agencies to provide facilities* Wherever possible, voluntary enterprise should be increasingly involved in the development of recreational facilities. Through its extension of grant-aid, the Government is already encouraging national and local voluntary organisations to improve and expand their facilities. But generally it appears that the range of facilities which can be provided and maintained in coastal areas by voluntary organisations is strictly limited and that public authorities will need to play a larger part in the financing and administration of facilities.

178. This need for public authority provision arises primarily from the scale and nature of the financial problems involved, which were discussed in detail in Chapter Four. But there are other reasons why public authorities will need to play a dominant role in the provision of facilities. The following are the most important:

- (a) Unlike private enterprise, public authorities are able to acquire and obtain public access to large areas of land where these are at present in multiple ownership. This may be particularly important where developments such as marinas involve the acquisition of parts of the foreshore and the adjacent land area.
- (b) Large areas of coastal land and water are already owned or controlled by public authorities, which can therefore more easily provide the necessary facilities and introduce management techniques.
- (c) Public authorities appear to be the most suitable agencies to provide facilities for the casual user.

- (d) It is public authorities which provide the roads and other basic services that are needed to support recreational facilities.

179. *The nature of the facilities to be provided* In view of the wide range of recreational activities that are often focused on quite limited coastal areas, facilities should wherever possible be designed to allow for multiple use. At present, insufficient is known about the capacity of different types of recreational facility for multiple use and research is needed. Nevertheless it appears that the development of both marinas and clubhouse buildings might offer the opportunity to provide facilities suitable for use by a number of activities. Similarly, it appears that the capacity of some enclosed water areas for multiple use might be increased by the introduction of a system of zoning.

180. *The allocation of facilities to the various activities and categories of user* There are really two problems here. The first arises because some activities, for one reason or another, are in a stronger position in putting in a claim for the available facilities than are others. This is an extremely complex problem, but as a general principle, efforts should be made to provide facilities somewhere for all activities, irrespective of their number of participants or degree of organisation.

181. The second problem concerns the extent to which the use of publicly-provided facilities should be restricted to organised clubs. In their ability to discipline members, clubs have the important advantage that they exercise a measure of control over facilities. But it must be recognised that a large part of total demand will continue to come from the casual user, partly because of the nature of the activities themselves and partly because of the problem of the seasonal peak when there are large numbers of holiday users in coastal areas, all of whom cannot be expected to join local clubs.

182. As far as boating activities are concerned, there is also an important difference between coastal and inland waters. Whereas in inland areas congestion can occur on the water itself, the extent of coastal waters is in a sense unlimited and congestion generally occurs only at the access points. For these reasons, provision should always be made for the casual user in coastal areas, although the development of club organisation should also be encouraged. This encouragement of the formation of clubs is particularly important in relation to such activities as water skiing and power boating, which can affect the safety and enjoyment of others unless some form of control is exercised.

Regional and national considerations

183. The main demand for recreational facilities in most coastal areas comes from outside their immediate hinterland. On the one hand, increasing mobility allows people to travel much further afield for their recreation, while on the other, the large scale of many of the facilities required means that they can only be viable if they have a regional catchment. It is therefore important that individual coastal areas should not be planned in isolation, but regarded as an integral part of a wider region. For some activities, such as sailing and water skiing, there is total demand for facilities which may be satisfied in either coastal or inland areas, and some kind of balance between the two must be struck.

184. Thus before large-scale facilities are provided in coastal areas, there is a need for an assessment of the regional, and in some cases national, demand for such facilities, whose location should be determined by the needs of the region, or even nation, as a whole. The corollary of this is that the regional implications of develop-

ment of facilities need to be considered in terms of the possible effects on other recreation areas, both coastal and inland. There is thus a need for consultation and co-ordination between authorities in the planning and provision of facilities. It was the recognition of this need that led to the Sports Council recommending the setting up of Regional Sports Councils, which are constituted to bring together representatives of local authorities, recreational organisations and assessors of government departments to co-operate in planning the future development of facilities.

Types of coastal recreation area

185. Coastal areas are subject to different kinds and levels and demand for recreational facilities, depending on the nature of the activities for which they are suitable and the extent to which they are exposed to local, regional and national pressures. At the same time, different coastal areas vary considerably in the extent to which they can sustain recreational use without serious deterioration in their landscape value. There are also important differences in the needs of those recreational users whose enjoyment of their activity depends on the company of others and those who seek solitude. For these reasons, in planning the provision of facilities it is important to strike some kind of balance, on the one hand between conservation and development, and on the other between different types of recreational user.

186. It would appear that two basic types of coastal recreation area might be recognised, each requiring different treatment and a different level of investment.

'Intensive' coastal recreation areas These are areas in which investment will be required for recreational facilities of all kinds, and also for access roads, car parking, accommodation and other ancillary requirements. The aim should be to absorb the maximum amount of recreational use within a limited area and the emphasis would be on the man-made facilities rather than on the natural character of the coast. The development of such areas is most needed on those parts of the coast which have to accommodate heavy local and regional demands from the major centres of population, but they are also required in some of the main holiday areas.

'Natural' coastal recreation areas Planning policy in these areas should reflect the need to preserve the natural environment. Recreational facilities should only be provided where this can be done without serious damage to the present character of the area, and these would normally be restricted to access roads, parking spaces, footpaths and perhaps basic camp sites and simple overnight accommodation.

These two basic types of coastal recreation area may be regarded as conceptual models which describe extremes between conservation on the one hand and development on the other. In practice, the level of investment in recreational facilities within any particular coastal area should be determined by a consideration of both predictions of demand and the capacity of the area to sustain different kinds and levels of use.

The capacity of coastal recreation areas

187. The capacity of an area for recreational use may be defined in three ways:

Its physical capacity This is controlled by the area of land and water available for recreational activity and for associated facilities. For example, the capacity of a sailing area may be determined by reference to navigational conditions and the number of moorings that can be laid down.

Its environmental capacity This depends upon such considerations as the landscape value of the area, the conservation of natural habitats and the interests of local inhabitants.

The capacity of ancillary requirements, such as access roads and parking space.

188. By an examination of the capacity of an area defined in these ways, it should be possible to determine the level of recreational activity that is appropriate to it. In practice, this is an extremely complex problem, for the capacity of an area defined in each of these ways is not fixed but is itself determined by decisions which have to be made relating to other variables. Both the physical capacity of the area and the capacity of the ancillary requirements may be considerably influenced by the level of investment, both in the development of facilities and of management techniques. The environmental capacity can only be determined by reference to some chosen environmental standard which it is deemed desirable to maintain. Capacity is also affected by the nature of the activities which are to take place in the area. Some activities have a much greater effect on existing land uses, on the general amenities of the area and on the ecological balance than do others.

189. At present, little research has been carried out into the problem of assessing capacity in coastal areas. However, two useful pilot studies of different aspects of the problem have been made in Hampshire. The County Planning Department has carried out a survey of the River Hamble, which suggests that the capacity of the river for sailing is of the order of 3,000 craft of all kinds compared to the present total of 1,300. Similarly, a local officer of the Nature Conservancy has studied the relationship between conservation and recreational use in Langstone Harbour (see para. 156). Both of these have produced valuable information, but they need to be supplemented by broader-based studies that take into account all the implications of recreational use, similar in scope to the Nature Conservancy's *Report on Broadland*.

Management

190. The capacity of a coastal area for recreational use can be increased in two ways – by the provision of additional facilities and by the introduction of management techniques. Generally, it appears that levels of demand in many coastal areas are rising so fast that all facilities likely to be provided will be used to capacity, at least during the peak period. If this is so, the principal controlling factor will be the amount of congestion. Thus beyond a certain point, the increased use of such areas can only be achieved by careful management and control.

191. In Britain there is as yet little experience of techniques of multi-purpose management for recreation in either inland or coastal areas. But as far as coastal areas are concerned, it appears that management should have four main aims.

- (i) It should ensure the optimum use of recreation areas by such measures as marine traffic control, timetabling and zoning arrangements. This would apply particularly to 'Intensive' areas.
- (ii) It should protect all recreational facilities, particularly those in 'Natural' and conservation areas, from misuse.
- (iii) It should introduce and maintain a high standard of water safety. Water safety has become such a serious problem that there is need for the introduction of

management techniques to supplement the provision of warning and rescue services. In particular, there is need for the segregation of incompatible activities.

- (iv) It should provide an information service. Successful management depends upon information about such matters as rights of way, access points, restricted areas and water safety regulations being readily available to the public. As well as information points, there may be a case for the publication of special maps for coastal recreation areas. These might be on a larger scale than the Ordnance Survey's one inch *Tourist Edition* maps and show all the relevant information about both land and water areas.

192. Three of these functions depend on the exercise of a measure of control over users, and this in turn depends on some means of implementation. Under present arrangements, the main burden of managing the use of coastal recreation facilities would have to be borne by local authorities, many of which are ill-equipped to deal with the problems involved, particularly with regard to water-based activities. If they are to exercise this control satisfactorily, it may be necessary to introduce some kind of warden service in coastal recreation areas and perhaps even the compulsory registration of small boats.

Research

193. Although a large amount of information has been assembled in the preparation of this study, it has become increasingly evident that insufficient is known about many aspects of coastal recreation. It appears that further research is urgently required in three main fields.

The demand for facilities Here there is a need for research into two main topics: the type of facilities required by recreational users; and the development of methods for assessing the demand for those facilities. In particular, more needs to be known about the relationship between local, regional and national demands.

The capacity of coastal areas for recreational use The most urgent need is for the development of techniques for assessing the ability of particular coastal areas to sustain different kinds and amounts of recreational use. Beyond this, research is required into ways of integrating recreational facilities and their ancillary requirements with existing land uses and the general coastal environment.

Multi-purpose management Again there is a need for research into two main topics: the capacity of different types of coastal recreation facility for multiple use; and the development of management techniques suitable for introduction into coastal areas.

SUMMARY

194. Introduction

1. England and Wales has an extremely varied coastline of some 2,700 miles. Its physical diversity makes it attractive for a great many recreational activities, both land and water-based.
2. The total demand for coastal recreation facilities may be conveniently divided into local, regional and national demands.
3. Improved roads and private car ownership are making parts of the coast increasingly accessible for local and regional demands.

195. Levels of participation

1. Levels of participation in most forms of coastal recreation are growing rapidly; the main exceptions are rowing, cycling and club swimming.
2. The water-based activities have experienced the fastest rates of growth. This applies particularly to the newer activities of motor boating, sub-aqua, sea canoeing and water skiing, although the last three are still relatively small.
3. In terms of participants, casual swimming and sea angling are the most important activities. Sailing has also grown rapidly and, although it has fewer participants, it has the strongest club organisation of all activities.
4. All the available evidence points to this growth in participation continuing.

196. The nature of the demand for facilities

1. Increasing participation in recreational activities has led to a growing demand for permanent facilities in the form of club houses, marinas, camping sites, etc.
2. Sailing and the other boating activities make the heaviest demands on coastal land. Sailing appears to have the most important economic effects on the area in which it takes place.
3. The demand for moorings and dinghy parks is rather different from the demand for most other facilities in that it does not vary according to the amount of use, but is fixed by the total number of boats requiring 'storage'.
4. Most land-based activities are rather less demanding in terms of permanent facilities and are primarily interested in questions of access and the provision of self-catering accommodation.

5. The greater part of the total demand for facilities originates outside coastal areas. Regional demands from the main urban areas are probably becoming the most important kind of demand, and are now spreading into new areas.
6. The demand for most kinds of facilities has a marked seasonal pattern which leads to congestion at peak times and may make the provision of facilities unattractive to commercial enterprise.
7. Some demand may be unexpressed owing to lack of facilities. The provision of facilities may itself serve to create demand.

197. Facilities required

There is a need for a more detailed assessment, on a national and a regional scale, of the requirements of both organised and casual users. But the recreational facilities most urgently required in coastal areas appear to be as follows:

1. *Additional moorings, dinghy parking and allied facilities for sailing and other boat activities* The development of 'marinas' should be encouraged in suitable locations in order to increase the capacity of sailing areas. Elsewhere, consideration should be given to the provision of dinghy parks, public slipways and pile moorings in place of swinging moorings.
2. *Clubhouse facilities in association with other facilities* These should provide washing, changing and locker facilities, storage space for equipment, catering arrangements and other social facilities. There is a demand for such facilities by most organised users and suitable buildings might be designed for use by a number of activities.
3. *Public camp sites for both tents and short-stay caravans*, which will probably need to be provided by local authorities. There is a need for large 'holiday' sites with a high standard of facilities, and for smaller 'country' sites with more basic facilities.
4. *Buoyed areas and access lanes for water skiers*, under the control of clubs or local authorities.
5. *Footpaths and right of access* to the foreshore and to undeveloped coastal areas.
6. *More municipal golf courses and other golf facilities*, which would relieve the weekend and holiday pressures on existing clubs.
7. *Ancillary requirements* Provision of these facilities will create additional demands for access roads, car parks, accommodation, etc.

198. Congestion and pressure on facilities

1. On the greater part of the coast, existing facilities do not even match present demand.
2. The main problem of congestion stems from a shortage of permanent facilities and the concentration of demand on to certain parts of the coast. The coast as a whole can accommodate a considerable expansion of recreational activity.
3. The most critical problem is the shortage of facilities for boats of all kinds, and particularly moorings for keelboats. In the long run, it appears that this problem can only be solved by the development of marinas.
4. The most serious congestion occurs on those parts of the coast easily accessible to the main built-up areas and particularly on the coast of south east England. In

- most other coastal areas some congestion occurs at holiday and weekend peaks.
5. There is least congestion on the coasts of west Wales and northern England and also on parts of the east coast.

199. Problems

1. Conflict can occur between most water-based activities, but is usually most serious when it concerns water skiing and motor boating. In general, zoning appears to be a more satisfactory solution than timetabling in coastal areas. There is also need for a code of behaviour for users of coastal waters similar to the *Water Sports Code*.
2. Pollution occurs to some extent on all parts of the coast, but only reaches serious proportions in some estuaries with urban and industrial hinterlands.
3. Water safety is a growing problem and national action is probably necessary. There is need for the standardization of rescue and warning services and perhaps the creation of a National Lifeguard Corps, with powers to enforce safety regulations.

200. Policy

1. Recreation is becoming increasingly important as a user of coastal land. Planning for recreation should be regarded as an integral part of coastal planning as a whole.
2. Facilities should be provided somewhere for all types of activity and their use should not be restricted to those who are members of clubs. The formation of clubs should be encouraged but provision always made for the casual user.
3. The planning of coastal recreation areas should take account of regional and national as well as local considerations.
4. The provision of suitable roads is of fundamental importance in the recreational development of coastal areas. The needs of recreational users should be taken into account in the planning of trunk and principal roads and consideration given to the provision of grants for other essential roads.
5. Two basic types of coastal recreation areas might be recognised, each requiring different treatment and a different level of investment. These are 'Intensive' and 'Natural' coastal recreation areas, which may be regarded as conceptual models which describe extremes between conservation on the one hand and development on the other.
6. The extent of recreational development within an area should be based on an assessment of its capacity for recreational use. This should involve a consideration of its physical capacity, its environmental capacity in terms of conservation, landscape and amenity, and the capacity of such ancillary requirements as car parking and access roads.
7. Management techniques should be used to increase the capacity of coastal recreation areas, wherever this is thought desirable.
8. Local authorities should play a larger part in the provision and financing of facilities. Since the major part of the demand for these facilities usually comes from outside their administrative area, they will need Government assistance.
9. Facilities should be designed for multi-purpose use wherever this is practicable.

201. Management

Beyond a certain point, the capacity of coastal recreation areas can only be increased by the introduction of management techniques. The management of coastal recreation areas should have four main aims.

1. It should ensure the optimum use of coastal recreation areas.
2. It should protect all recreational facilities from misuse.
3. It should introduce and maintain a high standard of water safety.
4. It should provide an information service.

202. Research required

Further research is required in three main fields:

1. The demand for facilities.
2. The capacity of coastal areas for recreational use.
3. Techniques of multi-purpose management.

APPENDIX 'A'

ORGANISATIONS AND BODIES THAT SUBMITTED EVIDENCE

(a) Regional Sports Councils

Sports Council for Wales
East Midland Sports Council
Eastern Sports Council
Greater London and South East Sports Council
Northern Sports Council
North-West Sports Council
Southern Sports Council
South Western Sports Council
Yorkshire and Humberside Sports Council

(b) Governing Bodies and other Recreational Organisations

Amateur Rowing Association
Amateur Swimming Association
British Canoe Union
British Mountaineering Council
British Sub-Aqua Club
British Water Ski Federation
Camping Club of Great Britain and Ireland
Caravan Club
Cyclists Touring Club
Golf Development Council
Ramblers Association
Royal Yachting Association
Surf Life Saving Association of Great Britain
Wildfowlers Association of Great Britain and Ireland
Youth Hostels Association (England and Wales)

REGIONAL SPORTS COUNCILS

1. NORTHERN
2. NORTH WEST
3. YORKSHIRE AND HUMBERSIDE
4. WEST MIDLANDS
5. EAST MIDLANDS
6. EASTERN
7. GREATER LONDON AND SOUTH EAST
8. SOUTHERN
9. SOUTH WESTERN
10. SPORTS COUNCIL FOR WALES

— REGIONAL SPORTS COUNCIL BOUNDARIES
..... COUNTY BOUNDARIES

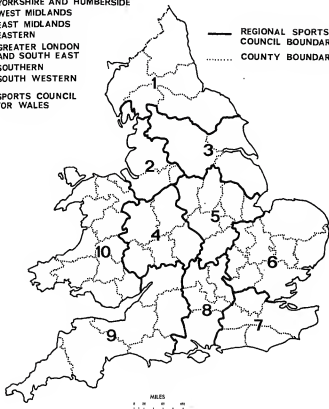


Figure 3

APPENDIX 'B'

SUMMARIES OF THE REPORTS FROM THE REGIONAL SPORTS COUNCILS

1. The reports prepared by the Regional Sports Councils varied considerably, both in length and in method of presentation. In order to make them broadly comparable, the information they contain has been summarised under four main headings. These are (a) the regional coastline, (h) activities, (c) problems, and (d) congestion and capacity for further development. This has involved altering the structure of many of the reports, although the original form has been retained as far as possible. The areas of the Regional Sports Councils are shown in figure 3 on page 55.

WALES

The Welsh Coastline

2. Wales has a very long coastline of 735 miles which provides some of the finest coastal scenery in Britain. Except in north-east and south-east Wales, the coast is relatively little developed and offers excellent natural facilities for most forms of coastal recreation.

3. In North Wales between the Dee estuary and Great Ormes Head there are a number of holiday resorts, such as Rhyl and Llandudno, and the beaches are used intensively for swimming and bathing, particularly by day tourists. The best natural facilities for boating activities in North Wales are provided by Conway Bay and the Menai Straits, where there has been a considerable development of sailing in recent years. Anglesey is as yet less developed as a holiday area, but sailing is growing rapidly at Holyhead and a number of the other small harbours, while the fine sandy beaches are being increasingly used for swimming and bathing. The whole of the coast of North Wales and Anglesey is also a very popular canoe touring area. The Llyn Peninsula has a mainly low coast but provides excellent conditions for sub-aqua and canoe surfing, while sailing has been developing rapidly at such small centres as Nefyn, Pwllheli and particularly Abersoch.

4. Cardigan Bay has a generally smooth coastline with many small sandy beaches in the southern part. Sailing is developing in the estuaries at Portmadoc, Barmouth and Aberdovey and at such harbours as Aberystwyth, Aberayron and New Quay, although numbers are small compared with North Wales and Anglesey. The coast of Pembrokeshire is largely rocky with some magnificent cliff scenery and long stretches of it provide good conditions for sub-aqua activities and canoe touring. Sailing has developed at a number of centres, including Fishguard, Tenby, Saundersfoot and Milford Haven, where the almost land-locked waters of the Haven provide some of the best facilities for sailing in Wales. The whole of the South Wales coast is used

intensively for recreation, particularly by day visitors to such centres as Barry, Porthcawl, Aberavon, Swansea Bay and Gower Peninsula. The beaches are used for swimming and bathing and sailing clubs exist in most harbours. In addition, Gower Peninsula provides excellent conditions for sub-aqua activities, sea cliff climbing and canoeing.

Activities

5. **Sea angling** is very popular along the whole coast of Wales and piers, breakwaters, beaches and estuaries are fished wherever they are accessible to anglers. Boat fishing also takes place in most bays although the majority of anglers fish from the shore, partly because there is a shortage of suitable boats. The Welsh Federation of Sea Anglers, which is the governing body for this sport in Wales, has more than 40 affiliated clubs and estimates their total membership at about 4,000. They also state that membership numbers are increasing rapidly. In addition, there are also a number of clubs in North and West Wales which are affiliated direct to the National Federation of Sea Anglers. There is great potential for the development of this activity over the whole of the Welsh coastline, although its growth is hindered by such factors as the restriction of access in certain areas, conflicts with other users and pollution, particularly in South Wales.

6. **Sailing** has also grown rapidly in recent years and a number of sailing centres have developed, especially on the coasts of North and South Wales. There are 51 sailing clubs based on the coast of Wales and, with few exceptions, they show a remarkable growth in membership over the last five years. In Caernarvonshire there was an estimated increase in the membership of sailing clubs of 77 per cent between 1960 and 1966, while the number of regattas in North Wales as a whole increased from 7 in 1961 to 40 in 1966. This growth is expected to continue. In North and West Wales the membership of sailing clubs is not purely local but contains a large proportion of members from the Midlands and north-west England.

7. Good conditions for sea canoeing are provided by much of the Welsh coast and there are now 18 canoe clubs in Wales. The best areas for canoe surfing are found on the coasts of Gower Peninsula, west Pembrokeshire, Cardigan Bay and the Llyn Peninsula. Canoe touring is most popular in the Penarth and Barry area, Gower Peninsula, Milford Haven and around the coasts of North Wales and Anglesey, but there is also a limited amount in Cardigan Bay. Coastal rowing is much less widespread and 4 of the 5 clubs which use the sea are in South Wales. These clubs have a total membership of approximately 200 and it is thought that their membership would increase if facilities were improved, although there does not appear to be a significant demand for further facilities for rowing on the coast, apart from the expansion of these existing clubs.

8. Very little use is made of coastal waters by the organised swimming clubs affiliated to the Welsh Amateur Swimming Association, apart from a number of long distance swims in Swansea Bay. Every beach in Wales, however, is extensively used for casual swimming and bathing during the summer months and water safety has become a major problem. **Sub-aqua** is very much a growing sport in Wales. Although there are only four clubs affiliated to the British Sub-Aqua Club, there are others which are not affiliated and the coast is used by visiting divers. Most diving is done on the rocky coasts of the Llyn Peninsula, Pembrokeshire and the southern part of Gower Peninsula. The area east of Gower is not suitable for diving because of pollution, particularly by untreated sewage, and because the high tidal range causes turbulence.

Water skiing is also growing rapidly in Wales although weather conditions restrict the use of coastal waters for a considerable part of the year. There are 8 water skiing clubs in Wales, 7 of which are coastal, with an average membership of about 40. It is thought that only about one-half of all water skiers in Wales belong to clubs.

9. The coast of Wales is also used for a number of land-based activities. There are 45 golf courses on the coast, none of which are municipal courses. Many of the clubs in north-east and south-east Wales, which are easily accessible to large centres of population, have full memberships and waiting lists. A number of clubs in North and West Wales near the more popular holiday resorts are dependent upon visitors for a substantial part of their income. But current trends indicate that their local membership is likely to increase and it may become necessary to restrict the number of day tickets issued to visitors. Certain parts of the Welsh coast also offer very good conditions for sea cliff climbing. There are no organised mountaineering clubs on the coast, but a number of clubs from both Wales and England climb on cliffs in three main areas. The most developed area is the southern coast of Gower Peninsula, while Pembrokeshire is potentially a major climbing area, although it is at present largely undeveloped, mainly because of its distance from the main centres of population. The third area is the coast of Anglesey which is newly developed and only suitable for the most expert climbers. Wildfowling takes place along the Welsh coast wherever conditions are suitable and there are 8 clubs contained in the Joint Council of Wildfowlers, with a total membership of about 850. Other clubs would bring the total of club wildfowlers up to about 1,000, while it is thought that the number of unaffiliated wildfowlers may exceed the club members by as much as five to one.

Problems

10. *Access* Recreational users are very concerned about the ownership of parts of the coast of South and West Wales by the War Department and other Government departments, which prohibit or restrict access. There is also concern about the closure or impending closure of some rights of way, which interferes with the activities of such users as riders, ramblers and wildfowlers.

11. *Conflicts*. Conflicts between recreational users does not yet appear to be a serious problem in Wales, although it is reported that in several areas in South Wales a conflict of interest between water skiers, anglers, rowers and sailors has been effectively overcome, with the co-operation of the local authority and the clubs concerned, by a system of zoning. Anglers also report that the use of heaches by surf riders and water skiers sometimes interferes with their lines.

12. *Pollution*. The pollution problem appears to be most serious on the coast of South Wales between Barry and Newport. Here there is a great deal of pollution by untreated sewage and to a lesser extent by industrial effluents. A number of clubs on the upper reaches of the Bristol Channel complained of oil pollution, while the swimmers reported that oil pollution is a problem on all beaches. Pollution by oil and untreated sewage also occurs on parts of the North Wales coast.

13. *Water safety*. Very few of the local authorities in Wales have accepted responsibility for water safety and the anglers report that there is a lack of rescue equipment on most beaches. The Royal Life Saving Society, the canoe clubs and the Surf Life Saving Association of Great Britain are combining to encourage all local authorities on the coast of Wales to promote lifeguard clubs. According to the R.L.S.S., the only lifeguard clubs in Wales are based at Barry, Llantwit Major, Porthcawl and Gower, although further clubs are being formed at Barry, Cardiff and Pontychn.

14. Although there has been a rapid growth of water-based recreation on the coast of Wales in recent years, congestion does not yet appear to be a serious problem, except perhaps in a few areas on the south and north-east coasts. The full impact of the Severn Bridge has yet to be felt, but the indications are that there is an increase in the numbers of people travelling from Bristol and its hinterland to the coastal areas in South Wales and a growth of demand for recreation in areas which are already under pressure. Consideration is also being given to a Dee estuary crossing which, if implemented, would place the coastal areas of Anglesey, Caernarvonshire and Merioneth within the range of day visitors from Merseyside and the north-west, thereby creating additional demands for recreational facilities in these areas.

15. Tourism is a very important element in the Welsh economy. It is desirable that the Welsh coast should continue to provide facilities for regional and national as well as local demands. Generally the coast has considerable potential for the expansion of recreational use and there seems no physical reason why water-based activities should not continue to develop. If this is to take place it will require investment in shore-based facilities and such ancillary requirements as roads and camping and caravanning sites.

EASTERN REGION

The regional coastline

16. The regional coastline consists of the coast of East Anglia between The Wash and the Thames estuary. This coast may be divided into three main sections: the north Norfolk coast between Hunstanton and Sheringham, the coasts of Norfolk and East Suffolk between Sheringham and the River Deben, and the estuaries and creeks of Essex and East Suffolk between the Deben and the Thames. Of these, the most developed for water-based recreation is the southern area. Here the estuaries of the Deben, Orwell, Stour, Colne, Blackwater, Crouch, Roach and Thames provide suitable conditions for all boating activities. Their main drawback is the existence of extensive saltings and marshes, which limit access to the water and lead to concentrations of shore use at points where access is possible. This area is easily accessible to the urban populations of Essex and Greater London. In the post-war period it has developed into a very important sailing area.

17. The north Norfolk coast is also developing as a water recreation area, largely because it is becoming increasingly popular with people from the Midlands for weekend and longer visits. Like the southern part of the regional coast, there are creeks which serve as havens and the main sailing centres are Hunstanton, Brancaster, Wells and Blakeney. This area is largely unspoilt and as yet relatively little developed for recreational use. Between these two sailing areas are 100 miles of coast which are little used for water-based recreation, except by local inhabitants. The notable exceptions to this are the holiday resorts of Great Yarmouth and Lowestoft, which as well as being sailing centres in their own right are directly connected to the 120 miles of navigable water that forms the Brouds. On this smooth and exposed coast there are few sheltered havens. North of Great Yarmouth the first harbour is Blakeney some fifty miles away, while south of Lowestoft there is only the small and restricted port of Southwold on nearly forty miles of coast.

18. There are some sixty sailing clubs on the region's coast, with the main concentrations along the Thames and the creeks and estuaries of southern Essex. In all, these clubs cater for about 20,000 members and numbers are increasing rapidly. As far as dinghy sailing is concerned, saturation point has not by any means been reached, although some clubs are already limiting new entry. Most clubs have a fairly adequate clubhouse but the limiting factor for new member intake is increasingly the size of the car and dinghy parks and the capacity of the launching ramp to get boats away quickly for races. There are only half a dozen clubs which cater exclusively for ocean-going yachts, but about 50 per cent of all clubs have a growing cruising section. In most havens there is already a shortage of moorings and the further growth of cruising will require the development of new facilities. There is also an ever-increasing number of casual sailors who trail their boats to public access points along the coast. Since the extensive mudflats mean that such launching points are few and far between, they often become severely congested at peak times.
19. Motor boating has also been growing rapidly along this coast, although there are only five or six organised clubs. There are coastal hydro-planing clubs at Wells in Norfolk and at St. Osyth in Essex. The main racing events take place on Oulton Broad which is reserved for racing one day a week during the season. The biggest increase has been in small powered boats trailed to the coast, which again leads to congestion at public access points. The east coast generally provides unsatisfactory conditions for water skiing and only one club affiliated to the British Water Ski Federation, that at Lowestoft, skis on the open sea, although there are one or two unofficial groups doing so on the north Norfolk coast. There are a number of clubs using the estuaries and other sheltered waters. Nine main centres have developed based on Southend, Burnham-on-Crouch, Hullbridge, Maldon, Frinton, Harwich, Felixstowe, Aldeburgh and Lowestoft. A few local authorities have provided facilities for water skiers by allocating a stretch of beach with a buoyed channel where a boat can be launched.
20. Canoeing takes place on most sheltered waters along the East Anglian coast with the main areas of use being the Thames Estuary, the Essex Creeks, the Orwell and Stour and the coast off Lowestoft. The north Norfolk coast between Blakeney and Brancaster is also being increasingly used by Midland canoe clubs. There are 7 open canoe clubs in the region that make some use of coastal waters and about 14 with closed memberships, mainly school and college clubs. Most coastal waters in East Anglia are not suited to sub-aqua, although there are clubs at Southend, Harwich and Sheringham. Generally along this coast there is an insufficient depth of water at an easily accessible distance from the shore, a lack of clear water and uninteresting seabed topography. The only exception to this is at Sheringham and Cromer where visibility is good and hard rock provides a more interesting seabed. Two clubs make use of this water and the Sheringham council has provided a hut near the sea for changing and for storing equipment.
21. One of the most popular activities along the whole East Anglian coast is sea angling, which is practised from the shore and from boats. Almost every town and village has its club and in Great Yarmouth alone there are 33 angling clubs and numerous other bodies such as industrial angling groups. Club contests are held on almost every Sunday during the season and there are few weekends without other events. Wildfowling is also quite a widespread activity in East Anglia and all the coastal saltings and marshes are extensively shot over. There are 21 Wildfowling

clubs on the coast affiliated to Wildfowlers Association of Great Britain and Ireland, with a total membership of about 1,850. In addition, there is an increasing amount of unorganised and indiscriminate shooting.

22. There are 14 rural golf courses along the coast between Hunstanton and Maldon, in addition to the clubs in the urban areas of Great Yarmouth, Lowestoft and Southend. All of these clubs are privately owned, with the exception of Southwold which uses common land. The general picture is that the rural clubs are able to cater for local needs, although most report big increases in recent years and full memberships. But during the holiday season these clubs come under heavy pressure and there does seem to be a need for the provision of municipal golf facilities for summer visitors in the popular resorts; no new golf facilities have been built along this coast in recent years.

23. *Walking* by the sea is an incidental activity for many holidaymakers, although the East Anglian coast is not an area which particularly attracts the long distance holiday walker. In Essex there is a good deal of walking along the sea walls and further north along the extensive stretches of sand. Areas of particular interest are the Nature Conservancy areas on the Norfolk and Suffolk coasts. There is still difficulty of access on many parts of this coast and most local authorities are anxious to see the coast opened up for walking.

Problems

24. *Water safety* The increase in the number of boats of all kinds on the East Anglian coast has meant that safety on the water is a growing problem. Sailing and canoeing are the only water-based activities for which instruction is organised. There are a number of local education authority sailing centres on the coast which cater for schools and youth organisations. Rescue services are generally inadequate. Although there are lifeguards on a few beaches, much more will need to be done to cater for the expected increase in participation in coastal recreation.

Congestion and capacity for further development

25. The greatest pressure on facilities occurs in the estuaries and creeks of the southern part of the East Anglian coast. These estuaries provide ample areas of sailing water, but already there is a considerable shortage of moorings and congestion occurs at the limited number of launching sites. This problem arises because at low water soft mud stretches between shore and water making it impossible to launch and land boats without the aid of a slipway or launching ramp. It is felt that artificial anchorages could be created in many places in the east coast estuaries. Over the last ten years there have been a number of proposals for the construction of marinas. Some of these proposals have been opposed by the planning authority because of the associated shore-based holiday facilities. No marina has yet been built on the coast of East Anglia. Many local hosting interests feel that simple but effective havens could be created by dredging some of the mudflats in the Orwell/Stour and the Blackwater/Colne Estuaries. Commercial proposals, they think, are too expensive and would not cater for the real need, which is for small boat moorings. On the north Norfolk coast there is congestion during holiday periods at the few access points to the water, but it appears that a great deal of further development could take place.

The regional coastline

26. The East Midland Region has a very limited coastline of some 25 miles formed by the Holland coast of The Wash. This is a low coast which is the result of land reclamation and is broken in only three places, by the Rivers Witham, Welland and Nene. On this coast there are extensive mudflats and salt marshes, while The Wash itself provides a large area of water remote from offshore coastal traffic.

Activities

27. The Wash provides interesting and exciting conditions for sailing and cruising, but there are no facilities for boats on the regional coast. Mooring and dinghy parking facilities are available at the Boston Motor Yacht Club and Witham Sailing Club in Boston above the tidal limit of the Witham, while the Welland Yacht Club has moorings near Spalding. Cruising and sailing craft from these and other inland clubs take advantage of the canal waterway system of the East Midlands to venture into the Wash. But there is little evidence of organised club sailing in this part of the Wash and, apart from the occasional race organised by Witham Sailing Club, no evidence of competitive sailing. It has been estimated that no more than twenty boats enter the Wash from the estuaries in the East Midlands Region at any one weekend, although there has been a growth of interest in the last ten years.

28. There is some evidence of sea angling in the Wash, but the most popular area is the coastal strip off Skegness. Two of the four sea angling clubs in the region report that they have experienced a marked increase in membership over the last ten years, but see no great prospect of an increase in the future without further mooring and launching facilities for the boats required.

29. The Wash with its green marsh and peculiar tidal conditions provides ideal conditions for wildfowling. The whole of the coastal strip is used intensively by clubs affiliated to W.A.G.B.I., except for two areas north of Witham Outfall which are left free for unattached wildfowlers. The development of the sport on the Wash is controlled by the East Coast Joint Council of Wildfowlers, which has 14 clubs with a total membership of 2,700. These clubs have experienced a 300 per cent increase in membership over the past ten years and waiting lists of 650 in clubs using the Wash are reported. Compared with the club members the number of unattached wildfowlers is insignificant. Provided that control can be exercised over shooting and breeding, there is every prospect of a further growth of this activity.

Problems

30. *Conflicts* At present there appears to be no conflict between the recreational users of the area. Even if moorings and service points were provided to allow for the development of sailing and cruising, there is no indication that this would interfere with wildfowling.

31. *Pollution* It was reported that pollution of tidal waters by Boston sewage is unpleasant and that wildfowl are sometimes affected by oil pollution.

32. *Water safety* All forms of boating in the Wash can be dangerous, due particularly to the possibility of rapid changes in the state of the sea caused by tidal peculiarities. This means that if yachtsmen unattached to local clubs were attracted into the area

by improved facilities, arrangements would need to be made for advice about local conditions to be available to them.

Congestion and capacity for further development

33. At present, there is only a limited use of the Wash for sailing and cruising, largely because of the inadequacy of the existing facilities. The main needs are for moorings, service points and slipways with vehicular access. Such facilities are also required by sea anglers. The Wash appears to have some potential for the expansion of these activities. It is felt that if good facilities were provided they would attract users from a wide area of the East Midlands. Possible sites which have been suggested for the development of such facilities are Sutton Bridge, Boston before the Grand Sluice, Wisbech and Kings Lynn.

GREATER LONDON AND SOUTH-EAST REGION

The regional coastline

34. The regional coastline comprises the southern shore of the Thames estuary and the Channel coasts of Kent and Sussex. Generally the coastline is smooth and the only substantial areas of enclosed and sheltered water are the Thames Estuary, the Medway estuary including the Swale, and Pagham and Chichester Harbours. Of these Pagham Harbour forms a nature reserve which has unique qualities as a bird sanctuary, but the others are extensively used for water-based activities. Recreational use is also made of the estuaries of the rivers Arun, Adur, Ouse, Rother and Stour, which are navigable for varying distances inland. Six other natural or man-made harbours also provide facilities for water-based recreation in the region: Folkestone, Dover, Ramsgate and Whitstable are commercial harbours with some provision for recreational use; Broadstairs and Margate are only small and primarily used for mooring pleasure craft. Boats are launched in a number of other areas from slipways or by manhandling over beaches. Many of the coastal towns are also important holiday resorts and their beaches are heavily used by bathers.

Activities

35. The regional coast is used for most water-based activities and all except rowing are growing rapidly. There are 11 coastal rowing clubs in the region, often based on youth clubs or groups, but in all except that at Bexhill club membership is reported to be stationary or declining. Sub-aqua is still relatively little developed in the region although numbers are increasing. According to the British Sub-Aqua Club, there are 9 coastal clubs with about 600 members and the coast is used by 26 other clubs with some 1,500 members. Casual swimming is the most widespread activity and all possible beaches are used at each resort.

36. Of the other boat activities, sailing is by far the most popular. Nearly all the coastal towns have sailing clubs with concentrations in the Medway and Chichester Harbour areas. There are 76 sailing clubs on the coast and the replies to the regional survey showed that club membership had increased by one-third between 1961 and 1967. This growth has led to an acute shortage of moorings and to congestion of dinghy parks, car parks and launching facilities. Three yacht harbours have been built recently in Chichester Harbour but are now full and it is reported that all the berths in the new marina at Newhaven are similarly fully utilised.

37. *Sea angling* both from the shore and from boats, is also a very popular activity in the region. Clubs exist in most coastal towns, many of which draw their members from far afield; there is also a large amount of unorganised activity. The most popular centres appear to be Dover, Deal, Folkestone, Rye, Hastings, Eastbourne, Newhaven, Dungeness and Littlehampton, where fishing competitions are held. Sea angling appears to be a growth sport in the region, particularly where fresh water facilities are congested.

38. *Motor boating*, which includes the use of offshore power boats, runabouts and hydroplanes, has also been growing rapidly, although participants are rarely organised into clubs. Water skiing appears to have experienced a similar expansion in recent years and is mentioned at most centres. Canoeing is also practised in many areas, with canoe touring the most important aspect of this. The best area in the region for canoe touring is Chichester Harbour; the Thames and Medway estuaries are also popular.

Problems

39. *Conflicts* The rapid growth of water-based activities has led to a great deal of friction between various users, particularly in harbours and other enclosed waters. The major conflict is between various kinds of powered craft, including water skiers, and other recreational users, which occurs at most resorts. There is also conflict between commercial vessels and other boats in several harbours, particularly at Dover and Folkestone. As a result of these conflicts, the use of high-speed boats has been prohibited in Dover and Chichester harbours and there are restrictions on navigation in Littlehampton, Shoreham and Rye harbours. The majority of other harbours and estuaries have speed limits varying from 4-8 knots and some authorities have also prohibited certain areas to power boats. Efforts to protect bathers and other recreational users have also been made by using byelaws to ban power boats altogether from some beaches and to impose speed restrictions at others.

40. *Pollution* Pollution of coastal waters by both oil and untreated sewage occurs in the region and continues to be a problem. Pollution by sewage was mentioned at six towns and oil pollution was described as a slight problem in the Thames and Medway estuaries and at eight other centres.

41. *Water safety* The region is quite well endowed with rescue services and these are being improved by the provision of inshore rescue boats. All sailing clubs run their own rescue service during racing and some of the large clubs own several fast powered rescue boats which patrol large areas. In addition to its nine lifeboat stations, the Royal National Lifeboat Institution now has nine high speed inshore rescue boats. Rescue services can also be provided by the R.A.F., which operates helicopters from Manston and Thorney Island and a marine rescue boat from Newhaven. But generally safety regulations are not sufficiently publicised, only one resort mentioned having lifeguards.

Congestion and capacity for future development

42. Throughout the region most facilities for boats are severely congested. Dinghy parking is a problem at most clubs, all harbours are already overcrowded and the shortage of launching facilities results in congestion on hards and slips. The general picture is that existing capacity is fully taken up and that there is little room for the expansion of sailing and other boat activities, except through the medium of artificial

yacht harbours. This has led in recent years to a number of schemes for the construction of marinas (of which Brighton Marina is an example) and other facilities in the region. There is also a serious shortage of car parking in many areas.

43. There has not yet been a detailed appraisal of the recreational potential of the regional coastline so that it is not possible to make any firm proposals for development. But there appears to be the greatest potential for the expansion of sailing, motor boating, canoeing and sub-aqua on the coasts bordering the Thames Estuary, although even here certain waters are unsuitable.

NORTHERN REGION

The regional coastline

44. The regional coastline is made up of two distinct parts: the coasts of Cumberland and Westmorland in the west and the North Sea coasts of Northumberland, Durham and the North Riding of Yorkshire in the east. The western coastline is very much the shorter of the two and consists almost entirely of the coast of Cumberland; Westmorland has only a very limited coastline formed by the estuary of the River Kent. The Cumberland coast has three distinct sections. North of Maryport it consists of low-lying and sometimes marshy land associated with the Solway Firth. The central part of the coast between Maryport and St. Bees Head is largely urbanised and there are harbours at Maryport, Workington, Harrington and Whitehaven. South of St. Bees Head the coast is relatively undeveloped and consists of low cliffs and marshland, although the estuaries of the Rivers Irth, Mite and Esk at Ravenglass form a substantial area of enclosed water.

45. The eastern coastline extends over some 200 miles and again may be divided into three main sections. North of Blyth is a low and little developed coastline with many fine beaches, often backed by sand dunes; Northumberland has nearly 30 miles of sandy beaches in its 100 miles of coast. Between Blyth and Redcar the coast is dominated by the coalfield and its associated industrial development, with the main urban concentrations focused on the estuaries of the Tyne, Wear and Tees. These estuaries also provide sheltered water for water-based activities, but their recreational use is limited by urban development and by their importance as commercial ports. Other harbours exist at Blyth, Seaham, Hartlepool and Redcar. About one-half of the Durham coast is occupied by development of one kind or another, but the remainder is often very attractive with good beaches. South of Redcar the coast is again little developed with some fine cliff scenery, especially in the North York Moors National Park. On this stretch of coast the only major harbours are at Whitby and Scarborough, although boats can be launched at a number of other points.

Activities

46. Both the east and west coasts provide good conditions for most water-based activities, although the east coast is the more developed because of the much larger population in the coastal urban areas. Sea canoeing, both touring and surfing, is very popular in the region, especially on the east coast where there are 8 clubs. The main areas of concentrated use are between Berwick-upon-Tweed and Bamburgh in the north and around Newbiggin-by-the-Sea, South Shields, Sunderland, Seaham, the Tees estuary, Redcar and Sandsend. Other parts of the coast are used occasionally and the area around Saltburn is growing in popularity. In Cumberland there is sea

canoeing along much of the coast without any major concentrations. Little information was available about coastal rowing in the region, although it is known that there are 9 clubs on the east coast and there appears to be a lot of activity at Whitby and Scarborough.

47. **Sea angling** is a well-established sport in the Northern Region and has an important competitive element. On the east coast many large festivals and open matches are held between June and September, including the six-day festival at Whitley Bay, the Tynemouth Open Charity Match and the week-long festival at Scarborough. Such events attract many anglers from other parts of the country. Most fishing is done from piers, beaches and rocks, but fishing from boats is also very popular, with member clubs of the North East Boating Association being particularly active. The Northern Federation of Angling Societies, which represents clubs along the east coast between Berwick-upon-Tweed and Filey, now has about 40 clubs with an estimated total membership of between 5,000-6,000. The number of unattached anglers is thought to be about 5,000 so that they may be some 10,000 regular anglers on this coast. In the past there has been a considerable growth in sea angling and the number of clubs has risen from 10 to about 40 during the last ten years. On the west coast the sport is also very strong in Cumberland, where the North West Sea Angling League has been formed with 7 member clubs. These have a total membership of between 400-500 and there has been a rapid rise in numbers since 1958. Most anglers operate from the shore but a development of boat fishing is expected in the near future.

48. **Sailing** is also an activity which takes place on both east and west coasts but is much better developed on the east. Here there are 21 clubs, with concentrations around the estuaries of the Tyne, Wear and Tees. There has been a considerable growth of sailing in the last 8-10 years and a further increase in the demand for facilities is expected. With present numbers shore facilities are generally adequate and most clubs have vacancies, but launching and mooring facilities are already congested. If the anticipated increase in demand is to be met, these will have to be improved. In particular, there is a need for additional moorings for larger craft and slipway facilities for the casual user. On the west coast there are only two clubs in Cumberland and one in Westmorland, at Araside. But there is also a large number of unattached sailors along this coast who operate from such places as Silloth, Whitebaven, Ravenglass and Haverigg.

49. **Water skiing** is quite a popular activity around the region's coast, although conditions are rarely very suitable except in enclosed and sheltered waters. On the east coast there are five clubs and it is estimated that there are twice as many unattached skiers as club members. In Northumberland the only club is at Berwick-upon-Tweed, although there is unorganised activity at Alnmouth and Beadnell, while in Durham the three main areas are Teesmouth, Hartlepool and Sunderland. The only club in the North Riding is at Scarborough, but casual water skiing is very popular at Redcar, Runswick Bay, Sandsend, Whitby, Robin Hoods Bay and Scarborough. On the west coast there are no clubs although unorganised activity is known to take place at Ravenglass.

50. **Casual swimming** takes place from most of the region's beaches during the summer months on both the east and west coasts. Club swimming in the sea is largely confined to the east coast. There are no really suitable venues for long distance championship events, but a number of clubs train or organise races in the sea. There is some organised swimming in Seaham Harbour but competitive swimming is more popular in the North Riding than anywhere else in the region. Clubs at Middlesbrough, Whitby and Scarborough organise long distance races. *Sub-aqua* also appears

to be more popular on the east coast which attracts divers from inland clubs. The Scarborough club in particular has an excellent headquarters and organises the annual North of England Open Spearfishing Championship. No information was available about diving on the west coast.

51. Among the land-based activities, **golf** is the most widespread, although there is a concentration of courses along the urbanised sections of the east coast. The majority of clubs are full and many have waiting lists, while congestion occurs at weekends and during the holiday season at the resort towns. **Sea cliff climbing** takes place in Northumberland where it is regularly practised at Dunstanburgh, Jack Rocks, Fast Castle and Cullernose Point, which is the most popular site. There is little climbing activity along the Durham coast and in the North Riding there is only hill walking. On the west coast climbing takes place only at St. Bees Head. **Wildfowling** is a popular activity on both the east and west coasts and is particularly important along the southern shore of the Solway Firth. There are 16 coastal clubs in the region affiliated to W.A.G.B.I. with a total membership of 1,060. Several Northumberland schools have built their own **land yachting** craft which they use on school playing surfaces. It is therefore possible that this activity will re-appear on suitable beach areas; a small amount of activity took place some 3-4 years ago.

Problems

52. *Conflicts* In some of the more popular areas, competition for the same water area and facilities is already of some magnitude and sometimes leads to difficulties. For example, in the Hartlepool area, which is also used by commercial craft of various kinds, there is extensive dinghy sailing, cruising, power boating, fishing from boats and piers, water skiing, canoeing, sub-aqua and swimming. Similar conditions exist at such places as Scarborough, Whitby, Sunderland and Blyth. The most serious conflict appears to be between water skiing and other water sports. Water skiers are experiencing great difficulty in securing access to suitable water.

53. *Pollution* The pollution problem is most serious on the industrialised parts of the east coast, particularly in the estuaries of the Tyne, Wear and Tees. Here sewage, industrial effluents and oil all contribute to the problem and act as a deterrent to most water-based activities. Swimming, sub-aqua, water skiing and canoeing are particularly affected, while the dinghy sailing clubs on Tyneside find pollution a major problem, although it does not prevent sailing taking place. The problem is much less serious in the North Riding and the northern part of Northumberland, and there is little or no pollution on the west coast. On some parts of the Durham coast there is also the problem of the tipping of colliery waste into the sea with subsequent deposition on to the beaches.

54. *Water safety* The safety of swimmers and bathers is a major problem on the Northumberland coast. The Northumberland beaches are mostly long stretches of soft sand which are continually changing in form. As a result, conditions can become dangerous in a very short time, especially to swimmers who are not trained to observe beach conditions. Most of the dangerous beaches lie to the north of Newbiggin-by-the-Sea, where there is no organised beach patrol of any kind.

55. Canoeists in the region have already recognised this danger and have formed several canoe rescue units. Club members from Newbiggin and Morpeth carry out patrol work at Druridge Bay and hope to extend their activities to the Holy Island area. Further south at South Shields, a well-organised group also apply their canoeing

skills in beach rescue work. It is interesting that techniques developed in this region are now being adopted nationally.

Congestion and capacity for future development

56. In general, it appears that camping, canoeing, climbing, rambling, riding, rowing, swimming, youth hostelling, cycling and sub-aqua do not as yet find the areas they use congested, except at some peak times. But many golf clubs become congested at weekends and some caravan sites are packed during holiday periods. Among the water-based activities, sailing, motor boating and water skiing are already experiencing difficulties, especially at the mouths of the Tyne, Wear and Tees where recreational uses have to compete with industrial and commercial demands. Most sailing clubs are busy during their normal season and full to capacity at weekends. Many have inadequate shore-based facilities and shortages of moorings are common throughout the year. On the west coast pressure on these facilities is not so heavy, except perhaps at Silloth.

57. Although existing facilities on the east coast become congested at peak times, there appears to be considerable capacity for further development. In Durham and the North Riding a number of the existing harbours appear to be suitable for development as boating centres, including Seaham Harbour, West Hartlepool, Teesmouth and Tyne Dock, part of which is shortly to be closed. Further use and development might also take place at Redcar, Saltburn, Scarborough and Whitby, which is already growing fast as an important sailing centre. Much of the Northumberland coast is relatively undeveloped for recreational use and has great potential for a number of activities. In particular, Alnmouth, Amble, Blyth Harbour and Seaton Sluice might be further developed as sailing centres.

58. The west coast is also to a large extent undeveloped and a number of sites appear to have considerable potential for development as water sports centres. Further use could be made of the harbours at Workington, Harrington and Whitehaven for boating activities while the disused harbour at Maryport appears suitable for sailing, water skiing and other water sports. But the British Rail port at Silloth is regarded as the only really good expansion point for keelboat sailing. The estuaries of the Irt, Mite and Esk at Ravensglass also provide a sheltered water area which could be developed for use by a number of boating activities.

NORTH-WEST REGION

The regional coastline

59. The regional coastline comprises the coasts of Lancashire and Cheshire which extend to nearly 200 miles. Between the estuaries of the Wyre and Mersey there is a smooth and sandy coastline broken only by the Ribbles estuary. On this exposed stretch of coast are the resort towns of Blackpool, Cleveleys, Lytham St. Annes and Southport. To the north the coast is broken by the estuaries of the Wyre and Lune and the broad expanse of Morecambe Bay, and to the south by the twin estuaries of the Mersey and Dee. Morecambe Bay is shallow with extensive sand flats and salt marshes and has experienced relatively little recreational development. The various estuaries are also characterised by extensive salt marshes, although the mouth of the Mersey is kept clear by its tidal scour. These provide stretches of sheltered water suitable for water-based activities, but in several cases their recreational use is limited

because of the existence of busy commercial ports. In particular, the estuaries of the Wyre, Ribble and Mersey, which are the most suitable for sailing, are heavily used by commercial craft. Other commercial ports exist at Barrow-in-Furness and Heysham.

Activities

60. The exposed sandy coastline is used mainly for casual recreation associated with the holiday resorts and the most popular areas for organised water-based activities are the various estuaries. Casual **swimming** is an important recreational pastime in the region with the greatest concentrations near the resort towns. Only one swimming club uses the sea for competition, although some swimmers train in the sea and long distance races are organised in Morecambe Bay. By contrast, there is little coastal **sub-aqua** activity in the region because of the exposed nature of the coast and the poor diving conditions caused by the rivers, the sandy shores and trade effluents. As a result, most local sub-aqua clubs do their coastal diving around the Isle of Man, Anglesey and parts of North Wales.

61. **Sailing** takes place at a number of centres. Within the region there are 25 sailing clubs, two navigation schools and the Lancashire Schools Sailing Association's base at Fleetwood. The main concentrations of these clubs are found around the Mersey and Ribble estuaries and at Fleetwood, although the narrowness of the Ribble estuary causes difficulties with commercial craft. Facilities are also limited on the Mersey and at Fleetwood because of their commercial and industrial development. Some dinghy sailing clubs also make use of the marine lakes at Southport and West Kirby. There has been a considerable growth of both off-shore and dinghy sailing in the last 10 years, but at present dinghy sailing has more participants. **Sea angling** is also found throughout the region and takes place both from boats and from the shore, including the piers at Southport, Blackpool and Morecambe. No figures are available for the numbers of participants, but over the last ten years they appear to have at least doubled and they are expected to increase considerably in the future. In the Barrow area there is tremendous local interest in sea angling, while the coast of Morecambe Bay between Arnside and Walney attracts many people from outside the local area. This activity is also very popular in the Blackpool area, where perhaps one-half of the participants are visitors.

62. The remaining water-based activities – canoeing, rowing and water skiing – are not well-developed in the region. There is very little **rowing** in coastal waters and the only active centres are Birkenhead and Wallasey. Similarly, little coastal **water skiing** takes place in the region and the only active centres are Fleetwood and New Brighton, although there is often some unorganised activity in other areas during calm weather. Interest in water skiing is growing in the north-west but this is likely to be focused on inland waters rather than on the use of the sea. **Sea canoeing** is rather more popular, although the regional coast does not offer very favourable conditions. In general, the prevailing winds make the Lancashire coast unsuitable for surfing while the only large centre for casual canoeing is Blackpool. Challenging conditions for the experienced canoeist are offered by the estuaries of the Ribble and Dee, which are used for canoe touring and camping. Most local canoeists go to North Wales for their sea canoeing. Few participants are drawn into the region from other parts of the country.

63. Among the land-based activities, wildfowling and sandysighting are found on or near the foreshore. **Wildfowling** takes place along much of the regional coastline, but especially around Morecambe Bay and the estuaries of the Dee, Ribble and Lune. It has experienced a very rapid growth in the post-war period, although this appears

to be levelling off, and there are now 10 coastal clubs affiliated to W.A.G.B.I. with a total membership of 1,819. *Sandyachting* is a new sport which is particularly suited to the extensive sandy beaches of the Lancashire coast. The main centre for the activity, both in the region and in the country as a whole, is Lytham St. Annes where the Fylde International Sand Yachting Club has about sixty members. Permission to sail on beaches has also been given by the local authorities at Hoylake, Morecambe, Cleveleys, Barrow-in-Furness and Blackpool.

64. Both golf and riding are land-based activities which are particularly associated with urban areas. Golf courses are found along much of the regional coastline, with three main concentrations in the Wirral Peninsular, the Southport area and the coast between Lytham St. Annes and Fleetwood. Courses are often supported by visiting players. This leads to congestion during the main holiday period and many clubs have found it necessary to severely restrict play by non-members. Practically all clubs have full memberships and waiting lists. More courses are required to cater for the visiting holiday golfer. Riding schools and clubs are also fairly well spread along the coast with concentrations around Southport, Blackpool and the Wirral. Within the coastal area there are 35 licensed riding schools together with 5 pony clubs and 5 riding clubs. No figures are available for the number of participants, but there is no doubt that all forms of riding are becoming increasingly popular. The main problem faced by riders is that access to major open spaces is becoming more restricted by the effect of urbanisation and road developments, especially in the Wirral.

Problems

65. *Conflicts* The main conflicts reported were between power boats and water skiers and other recreational users. Occasional conflicts between boats and anglers were also mentioned.

66. *Conservation* Because of the nature of the regional coastline conservation is very important in some areas and this may restrict their use for recreational activities. Parts of the coast are fringed by sand dunes which are vulnerable to dangerous erosion by the effects of trampling or wheeled vehicles. There are also extensive areas of salt marshes, shingle and mudbanks which are notable for their vegetation and the birds that frequent them. Here disturbance of the birdlife is the main problem, particularly during the breeding season. Over the regional coastline as a whole there are two National Nature Reserves and 14 Sites of Special Scientific Interest, together with a number of other non-statutory sites of conservation value.

67. *Pollution* Most water-based activities report that they are affected by pollution to some extent, but only in the Mersey Estuary does it appear to be a seriously limiting factor.

68. *Water safety* Because of the exposed nature of the open coast, the strong currents and the rapidly changing characteristics of the estuaries and Morecambe Bay, water safety is an especially important problem in this region. This coast has a large tidal range which gives rise to danger for participants in many activities, both for those who use boats of various kinds and for others such as wildfowling, swimmers and ramblers. This applies particularly to the unorganised participant who lacks local knowledge.

Congestion and capacity for future development

69. The regional coastline comes under heavy pressure both from the holiday

visitors to the resorts and from the large urban population of the north-west. Present facilities are generally not adequate to meet the existing demand. In all the main sailing areas there is already a shortage of moorings and many people from the region travel to North Wales to find suitable facilities. Along much of the coast it appears that the number of moorings can only be substantially increased by the construction of marinas.

70. There have also been a number of proposals in recent years for barrage schemes in Morecambe Bay and the Dee Estuary. Such schemes could be very important in increasing the recreational facilities available on the north west coast and would allow multi-purpose use. The barrages would create sheltered anchorages for offshore yachts and provide suitable areas for dinghy sailing, water skiing and sub-aqua.

SOUTHERN REGION

The regional coastline

71. The regional coastline comprises the coasts of Hampshire and the Isle of Wight, which is separated from the mainland by the Solent and Spithead. This coastline is broken by a number of drowned valleys, including the major inlet of Southampton Water and the Lymington, Beaulieu, Hamble and Medina Rivers. In the flat coastal plain of Hampshire and the western part of Sussex there are also the large irregular inlets of Portsmouth, Langstone and Chichester Harbours. These sheltered waters provide ideal conditions for sailing and other water sports; some are of considerable natural beauty and scientific interest. There is thus the major problem on this coast of maintaining the quality of the environment while at the same time providing for the growing demands from recreational users and from industry and commerce.

72. The Solent is reputedly the most popular sailing area in the country and is internationally famous. According to the British Travel Association the coasts of Hampshire and the Isle of Wight form the second most popular holiday area. The whole area is within two hours travelling time of some 20 million people and there are ever-increasing numbers who frequent the coast at weekends and for longer periods during the summer months. The growth of population in the region and in south east England as a whole, combined with improvements in communications and extended leisure time, will undoubtedly lead to even greater recreational pressures on this coast. Other pressures come from the needs of industry attracted by the deep and sheltered waters of Southampton Water, which is already the site of a growing petro-chemical complex, and from the extension of Southampton Docks.

Activities

73. Sailing is perhaps the dominant activity on this coast, although there is ample evidence to support the popularity of sea angling, canoeing, water skiing and rowing. There are well over 100 coastal sailing clubs in the region together with an unknown number of casual sailors. Cowes is the traditional centre of Solent sailing and is acknowledged as the premier yachting port in the British Isles. Other important sailing centres are Southampton Water, Lymington and Hamble Rivers, Portsmouth, Langstone and Chichester Harbours and the small harbours on the north coast of the Isle of Wight. All of these centres have sailing clubs. A number also provide public slipways and, in some cases, public moorings. There is also considerable participation in sailing by schools and youth groups. Along the coasts of Hampshire and the Isle of

Wight there are no fewer than 16 nautical schools and bases under the control of education authorities or administered by recognised voluntary organisations. Some of these bases also cater for canoeing.

74. **Canoeing** takes place in all the sheltered waters of this coast and there are a number of clubs. Coastal rowing is also very popular and on the mainland there are clubs at Christchurch, Lymington, Southampton and Southsea with a further three clubs on the Isle of Wight. Several rowing regattas are held and harbour masters make special arrangements whereby there is no other traffic on the water while they take place. **Water skiing** has grown in popularity in recent years and special provision for water skiers has been made in several areas. There are two buoyed areas for water skiing in Langstone Harbour and designated areas at Southsea and Bembridge; the Southsea water skiing area was originally maintained by the Royal Navy and local authorities seem reluctant to take it over, while that at Bembridge is not buoyed.

75. There are a number of fine sandy beaches in the region and those at Bournemouth, Southsea and on the Isle of Wight are intensively used for casual swimming and bathing during the summer months. On the Isle of Wight, the beaches in the Ryde-Shanklin area become crowded by holidaymakers at peak times. The coast between St. Catherine's Point and Freshwater Bay is essentially an area for quiet recreation and rambling, although it is becoming increasingly popular. Rambling also takes place along much of the mainland coast and the Ramblers' Association would urge that long lengths of coast, particularly in the Lepe-Beaulieu-Lymington area, remain undeveloped beyond the provision of reasonable access on foot. The camping sites on the regional coast reach congestion during the height of the season and it is generally accepted that their numbers are insufficient.

Problems

76. **Conflicts** The general opinion in the region is that, up to the present, the various participating groups have resolved their points of conflict. Buoyed areas for water skiing, if well controlled, have proved to be considerable assets, although greater control by local authorities, particularly with regard to casual water skiers, would help to prevent certain irregularities. It is felt that any problems arising from conflicts between organised and casual users would be solved by more widespread provision of public slipways, dinghy parks and general amenities, and that where these are controlled effectively by harbour masters and local authorities the degree of conflict diminishes.

77. **Pollution** Sewage pollution is a problem in a number of places and is most serious in Southampton Water, the entrance to the River Itchen, Netley Shore and Fareham Creek. It is a particular problem on recreational beaches and it is felt that local authorities must be continually pressed to improve the quality of their sewage effluent.

Congestion and capacity for further development

78. Throughout the whole area, the general opinion is that present facilities are in their fullest use at the peak periods of the holiday season and that in many places a state of congestion has been, or is being reached. Recreational users also feel strongly that high quality environmental areas must be safeguarded and that, wherever possible, further development should be resisted in such areas as the Beaulieu River, Langstone Harbour, Newtown Harbour and the National Trust areas on the Isle of Wight. Yet

more leisure time and greater mobility will increase the recreational pressures on this coast, although it is already intensively used and apparently has little capacity for expansion.

79. To accommodate these additional pressures a further expansion of facilities is required in the most suitable areas. There is a general demand for the provision of public slipways. Marinas would appear to be needed in some areas to increase mooring facilities and help to offset congestion. Buoyed areas under the control of local authorities are required for water skiing. Further camp sites and car parking facilities are also generally needed.

80. A number of areas offer some scope for development. These include Langstone Harbour, where there is some potential for development which need not conflict with the needs of conservation; the Hamble River, where the provision of marinas and the widening of the channel should lead to a planned increase in the number of moorings from 1,700 to 3,000; the Southsea foreshore where the provision of car parking space and a public slipway are under consideration; the site of the Royal Victoria Hospital, Netley, which has an excellent foreshore and could be developed as a countryside park if it were released by the Ministry of Defence; Bembridge Harbour on the Isle of Wight, where dredging could lead to improved facilities; and the Lymington River, where the construction of marinas will lead to an increase in the number of moorings. It is also felt that if some of the naval and military establishments around Portsmouth Harbour should become surplus to requirements, consideration of their development for recreational use should have high priority.

SOUTH-WEST REGION

The regional coastline

81. The South-West Region has a very long coastline made up of the south west peninsula formed by Devon and Cornwall together with the coasts of Dorset, Somerset and a small part of Gloucestershire that fronts on to the Severn Estuary. The coast itself is physically very varied and provides much beautiful scenery and excellent natural facilities for all forms of water-based recreation. Devon and Cornwall in particular are important holiday areas and experience a marked seasonal pattern of demand for recreational facilities.

82. Because of the varied nature of the regional coastline, it may be conveniently divided into a number of sections. In the Bristol Channel and Severn Estuary the silt, extensive mudflats and high tidal range make the coast more popular for sailing than for sub-aqua, surfing and swimming. By contrast, on the coasts of North Devon and Somerset west of Minehead the water is much clearer and the tidal range not so marked. Here the country falls steeply to the sea and there are few sheltered harbours until the joint estuary of the Taw and Torridge is reached. As a result, this coast is much less popular for sailing, but ideal conditions for surfing are found in Bideford Bay. The coast of North Cornwall provides some magnificent cliff scenery and fine sandy beaches which are extensively used for bathing and surfing. Again the lack of safe harbours limit the development of sailing, although there are clubs at Newquay and in the estuary of the Camel at Rock.

83. The southern coast of Devon and Cornwall is very different in that it is more sheltered and well provided with a number of excellent harbours. Many of these are formed by drowned river valleys, such as Carrick Roads and the estuaries of the Fowey, Tamar, Avon and Dart, which as well as offering sheltered anchorages, are

much used for canoeing, dinghy sailing and pleasure boating generally. Conditions along this coast are very good for all water sports and in particular the clarity of the water makes some parts of it ideal for sub-aqua. Similar conditions exist on the coast of Dorset, although sheltered anchorages and harbours are further apart. Poole Harbour, Torbay and Plymouth are the most important sailing centres in the region.

Activities

84. There are 110 sailing clubs in the region, most of which are on the south coast; the 91 of these that furnished details had a total membership of about 25,000. There has been a rapid increase in the number of participants in recent years and this is expected to continue, with a growing emphasis on keelboat sailing. Most clubs sail only in summer and during peak periods when large numbers of visitors bring their boats to the coast and facilities are generally inadequate. Canoeing takes place everywhere in the region but is most popular in the sheltered estuaries of the south coast. There are 11 clubs in the region affiliated to the British Canoe Union, with a total membership of 380. Many visitors to the region bring their own craft and it is thought that the majority of canoeists using the coast travel from other regions. Because of the lack of suitable inland water in Devon for rowing, this sport has grown up in the ports and harbours around the coast. There are clubs at Plymouth, Dartmouth, Totnes, Torquay, Paignton and Bideford.

85. The south west peninsula provides some of the best sea angling in the British Isles. The estimated total of anglers in the region exceeds 50,000. In addition, large numbers of angling enthusiasts visit the region during the summer months. A number of Sea Angling Festivals are held during September and October. Shore fishing continues throughout the year but boat fishing takes place mainly between April and November. This sport has enjoyed a tremendous expansion in the post-war period. Within this general expansion there has been a great increase in boat fishing. The waters of the south west peninsula also appear to be the most popular in England for sub-aqua. Most development has taken place in the last 10 years and, although existing numbers are not known, it is thought that several hundred divers use the regional coast each year.

86. Because the south west peninsula is such a popular holiday area, very large numbers of visitors use its coastal waters for swimming and bathing. There are also 13 sea swimming clubs in the region, but those which are limited to the use of the sea find it difficult to recruit members and numbers remain very much the same from year to year. By contrast, there has been a spectacular growth of surf life saving over the last few years. Suitable water is found on the coasts of North Devon and Cornwall and a small area near Bournemouth. Most development of this activity has taken place over the last ten years and there are now 24 clubs in the region, 21 of which have a total membership of 910.

87. Water skiing is also an activity which has developed in the region in recent years, a development which is most marked at Poole, Weymouth, Torbay, Newquay and Rock. This growth has been limited because a number of local authorities have used byelaws to prohibit water skiers from landing on certain beaches and it is thought that if it were granted additional facilities by zoning, water skiing could develop much more rapidly. Some parts of the region's coast are also used for wildfowling. Although the region has a very long coastline, much of it is rocky and there is a lack of substantial areas of mudflats and marshes in the estuaries and river mouths. As a result, most wildfowling takes place on the shores of the Severn Estuary and Bristol Channel

and in a few limited areas on the south coast of the region. There are 11 clubs in the region affiliated to W.A.G.B.I. with a total membership of 759. These have experienced a very rapid increase in numbers in the last 12 years or so, but it is thought that the rate of growth is likely to slacken.

Problems

88. *Conflicts* Generally most conflicts occur in the harbours and estuaries which are the most popular areas for a number of activities. Within these restricted areas, most water-based activities can become incompatible during the peak periods when congestion is likely to occur. Elsewhere occasional conflicts between swimmers and water skiers are reported and there is evidence of some conflict between surf life saving and surf canoeists. Skin divers in this region have also come into conflict with professional fishermen and, to a lesser extent, with anglers.

89. *Pollution* Pollution appears to be a negligible problem in this region. Divers report that it is because of the lack of pollution that the west coast is so favoured for sub-aqua. Industrial effluents represent a minor problem in some of the estuaries. The occasional occurrences of oil pollution appear to be an increasing menace.

Congestion and capacity for further development

90. During the main holiday period congestion of recreational use occurs in most estuaries, river mouths and harbours. Many local authorities have constructed slipways to improve access to the water and some have provided the large car parks and dinghy parks required to cater for visitors during peak holiday periods and regattas. But generally moorings and such shore-based facilities as slipways and car and dinghy parks prove inadequate at these times and the further development of sailing will require that they be increased and clubhouse facilities extended. Sub-aqua, sea angling, canoeing and water skiing interests would also welcome the provision of communal facilities, particularly changing accommodation, showers, social amenities and equipment stores. Most sailing clubs prefer to maintain their premises for the use of club members and visitors with the same interests.

YORKSHIRE AND HUMBERSIDE REGION

The regional coastline

91. The regional coastline extends from a point just to the north of Filey Brigg to the north shore of The Wash. This is a largely smooth coastline with good sandy beaches and extensive mudflats, which is broken only by the major estuary of the Humber. All parts of this coast are within reasonable travelling distance for day and weekend visitors from the main centres of population in West Yorkshire and the North Midlands. A number of holiday resorts have grown up on the East Riding and Lindsey coasts.

92. This coast may be divided into three main parts: the East Riding coast from Filey Brigg to Spurn Head, the Humber Estuary, and the Lindsey coast from Humberston to Skegness. On the East Riding coast there are magnificent chalk cliffs on the north side of Flamborough Head, but south of Flamborough these give way to a largely unbroken line of low and easily eroded boulder clay cliffs. Along much of this coast there are good sandy beaches and resorts have developed at Filey, Bridlington,

Hornsea and Withernsea. The Humber estuary carries a great deal of ocean-going shipping to the ports at Hull, Grimsby, Immingham and Goole, together with barge traffic from these ports to inland areas. The waters of the Humber carry a lot of silt and the estuary has extensive mudflats and partially reclaimed salt marshes. The Lindsey coast north of Mablethorpe also has coastal mudflats and salt marshes, but between Mablethorpe and Skegness there is a coast of long fine beaches which is the main holiday area of the county.

Activities

93. **Sea angling** has shown a steady increase in numbers in this region, especially on the East Riding coast which is a particularly fine inshore fishing ground. Many of the anglers on this coast are from the towns of the West Riding. It is used regularly by clubs centred on Barnsley and Huddersfield. There are fewer anglers on the Lindsey coast, although there seems to be a growing interest in the sport in the towns of the North Midlands. It would appear that boat anglers are in the majority and these tend to use the facilities provided by the main resorts, especially Bridlington, Filey, Cleethorpes and Skegness. For beach fishing, Filey Brigg and Spurn Head are particularly popular. There are five coastal clubs in the region and sea angling festivals are held at Filey, Bridlington and Skegness.

94. During the summer months many thousands of people enjoy casual swimming and bathing from the popular east coast resorts in Lindsey and the East Riding. Bathing is safe at all the coastal resorts, although there are parts of the rural coastline of the East Riding which are particularly dangerous. There is little bathing in the Humber Estuary because of tides, currents, mud and occasional oil pollution. There is no competitive sea swimming in any part of the coastal belt, although at Hornsea there is a special sea swimming club which has a bathing station with cabalets. The East Riding coast also provides interesting and sometimes dangerous opportunities for *sub-aqua*, although the most popular areas for local divers tend to be over the regional boundary in the North Riding. The best diving waters in the region are off Filey Brigg while for really experienced divers the Flamborough area is attractive. There are 16 *sub-aqua* clubs in the region and although only three of these are coastal, most inland clubs visit the coast from time to time; generally inland clubs seem to show a preference for using the east rather than the west coast.

95. There are 12 sailing clubs on the regional coast, most of which have been formed since the war. Of these, six are in the Humber estuary, three above Hull and three in the Grimsby-Cleethorpes area. On the East Riding coast there are clubs at Filey, Bridlington and Barmston and two clubs at Hornsea, one of which uses Hornsea Mere. The remaining club is at Skegness. Most of these clubs have membership vacancies, but few if any have vacant berths. There is a general shortage of mooring facilities for deep keel yachts and large motor cruisers. In addition to the club members, there is a great deal of sailing during the summer months by unattached individuals and family groups. The majority of these casual sailors are believed to come from inland areas and trail their boats to the coast where they stay for the weekend. They sail mainly from the coastal urban areas which have the necessary launching facilities.

96. **Water skiing** has also grown rapidly in recent years on the regional coast, although participants are as yet little organised into clubs. The only known coastal clubs are at Cleethorpes and Hornsea, where there is a combined sailing and skiing club. There are large numbers of enthusiasts unattached to clubs who are prepared to

trail their boats to the coast, mainly from the heavily populated West Riding. No reliable information is available about their numbers or where they operate, but it is thought that such skiing takes place at most of the resort towns. At Bridlington the Council cater for and exercise control over individual boat owners and skiers operating within their boundaries. Other popular areas for unattached skiers are Hornsea, Cleethorpes and Skegness. There are also suitable water conditions at Filey but the council operates a ban on water skiing. As far as is known, no water skiing takes place on the Humber, which is regarded as unsuitable.

97. Sea canoeing is also growing in popularity, although there is only one known open club on the regional coast, at Cleethorpes. The most popular area for touring is the East Riding coast, which is being increasingly used by inland Yorkshire clubs. Most parts of this coast outside the urban areas are unsuitable for other than expert canoeists. The Humber is also considered suitable only for experts canoeing in company. There appears to be considerably less use of the Lindsey coast, where the salt marshes from Grimsby to Mablethorpe offer few satisfactory opportunities for canoeing. The sandy holiday coast south of Mablethorpe is more suitable and the waters off the main resorts are used by a growing number of casual canoeists. Canoe surfing is also practised on parts of the coast between Filey and Flamborough when conditions are suitable. There is no coastal rowing on the Yorkshire coast south of Scarborough, although possibilities exist in both Bridlington and Filey Bays. The Humber estuary is regarded as dangerous for rowing. On the whole of the regional coastline the local demand has not been sufficiently strong to lead to the formation of a rowing club.

98. In the whole of the region's coastal belt there are 16 golf courses, of which all but one have 18 holes. Generally there are few opportunities for new members to join clubs and all clubs have a congestion problem at weekends. In the coastal resort towns there is also heavy seasonal pressure on courses. Wildfowling takes place on all the coastal mudflats and salt marshes, which are found mainly on the Humber foreshore and the north Lindsey coast. There has been a considerable growth of interest in this activity since the war and there are a number of well-organised clubs on the coast. Six coastal clubs are affiliated to W.A.G.B.I. with a total membership of about 530. As well as local wildfowlers, many participants come into the area from the West Riding and other inland areas.

99. The East Riding coast and Humber foreshore have considerable potential for recreational walking and rambling, and these are widely used by organised clubs, individuals and youth groups. Of the almost 108 miles of shore and river bank in the East Riding, less than 15 is occupied by urban development. Considerable use is also made of the regional coast by campers and especially by caravanners. Caravan sites are generally large, particularly on the Lindsey coast, but few offer places for touring caravans. The majority of camping sites are on the Lindsey coast but generally these are inadequate to cater for the holiday demand. It has been suggested that there is a case for a transit site for both tents and caravans within easy reach of the continental ferry services at Hull and Immingham.

Problems

100. Access So far no definitive footpath map has been completed for either of the two coastal counties. There is concern because the provisional map of footpaths and bridleways for the East Riding includes only one-third of the total length of coastal and river bank footpaths. In some areas there is very poor access to the cliffs and

foreshore. Difficulties arise on the Holderness coast because the cliffs are being eroded so rapidly that paths are soon lost. For these reasons, the Regional Sports Council urges that the status of footpaths should be settled as soon as possible and definitive maps produced. They also recommend that the county councils use their powers under the National Parks and Access to the Countryside Act, 1949, to obtain by agreement or compulsory order, public right of access to all sea and river foreshore, and to all unenclosed and uncultivated cliffs, clifftop areas and river banks.

101. *Conflicts* In some areas where there is an undefined use of water it is possible for a clash of interests to occur between sailors, water skiers and swimmers, and occasionally even between sailing club members and casual sailors. But generally there appears to be little evidence of serious conflict between recreational users in the region. Water skiing can present special problems, but it has been shown that these can be overcome by planning and co-operation.

102. *Pollution* There is little evidence of oil pollution on the recreational parts of the regional coast. It seems to occur only on the rare occasions when ships illegally discharge oil. Within the Humber estuary the problem is more serious and concern has been expressed that it is likely to increase. Only a few of the coastal authorities have inland sewage disposal works and pollution of the sea does occur in certain cases.

103. *Water safety* Bathing is safe at all coastal resorts, but there are parts of the East Riding coast which can be particularly dangerous because of currents. The rural parts of the coast, which are in the main the least used for recreation, have little or no safety facilities, while within the urban areas these appear to vary. Concern is also expressed because too few canoeists wear lifejackets. It is felt that for education authorities, youth groups and casual users, canoeing is best carried out from the urban areas where there are generally immediate life saving and rescue facilities.

Congestion and capacity for further development

104. Because of the strong currents and dense commercial traffic in the Humber estuary, the Regional Sports Council is reluctant to encourage any further development of water-based recreation. This applies particularly to the upper reaches which can be dangerous to all but experts. There appears to be considerable potential for an expansion of recreational use in other parts of the regional coast, although this will require the further provision and development of facilities. The pattern of recreational demand within the region could be markedly affected by the construction of the proposed Humber Bridge and the development of Humberside as a growth area, a proposal which is at present the subject of a feasibility study.

105. A particularly serious problem is the shortage of moorings. The lack of natural harbours on this coast means that the building of marinas is likely to be the only practicable solution as far as deep keel yachts and motor cruisers are concerned. Both club and casual sailors also need better clubhouse facilities, more dinghy parks and improved launching facilities. The opportunity to use some type of clubhouse facility is also a common requirement for many other users of the coastline, both organised and casual. Another urgent need is for improved access which is important to all recreational users and particularly to walkers and ramblers, naturalists, wildfowlers and anglers.

Part Two

Future Trends in Seaside Holidays

Pages 80-87 contain the conclusions reached by the British Travel Association from a study of the available statistics relating to the holiday use of the coasts of England and Wales

FUTURE TRENDS IN SEASIDE HOLIDAYS

The problem of assessing future recreational trends affecting the coast is complicated by many economic variables, of which the following are the most significant:

- (1) Real income per head
- (2) Growth of population
- (3) Average length of annual holidays with pay
- (4) Length of the average working week
- (5) Numbers of private cars in use
- (6) Extent of education
- (7) Increase in home holidays
- (8) Increase in overseas visitors
- (9) Length of holiday season
- (10) State intervention (a) encouraging and (b) discouraging tourism
- (11) Transport development, especially roads.

Although these factors need not be examined in detail, reference to some of them is essential.

Real income per head This is the most important factor because it is closely correlated to the amount spent on holidays and cars. During 1951 to 1959, for example, for every one per cent increase in real income there was a corresponding $1\frac{1}{2}$ to 2 per cent increase in real expenditure on annual holidays. This suggests that there will be a large increase in real expenditure on annual holidays commensurate with the forty per cent growth in real incomes for the whole country which is expected between 1967 and 1980.

The growth in real income per head should be faster than the population increase up to 1980. On present estimates, the population is expected to be 56,018,000 in 1970, 57,973,000 in 1975 and 60,022,000 in 1980. This represents an average annual increase of about half of one per cent, which is considerably less than the expected rise in real money incomes. Even so, it is about the same rate of population increase as during the past thirteen years, and is therefore likely to result in more people travelling to the coast.

Average length of holidays with pay This is bound to rise before 1980. In Sweden, four weeks holiday a year is already statutory and it is assumed that it will be in Britain by 1980. The trend appears to be towards concentrating on longer holidays rather than on further reductions in the working week, such as the four day week which would lead to more short stay holidays and day trips. There is also a growing

tendency for people to split their holiday entitlement by taking more frequent holidays and long weekends.

Numbers of private cars This is an important factor because each year cars are used by a greater percentage of the population. In September 1966 there were 9,500,000 cars licensed. Their number is expected to grow to between 12 and 13 million by 1970, to between 16 and 17 million by 1975, and to 20 million by 1980. This means that the total number of vehicles on the road in 1980 could be about 26 million. This is a formidable figure. Whether it will be reached will partly depend on the extent of new road building between now and then. If congestion becomes progressively worse then the growth is more likely to be at a lower rate. But congestion will probably need to be really bad before people are put off buying cars for this reason alone.

The level and extent of education This is important because it can encourage the proper and efficient use of the coastline and countryside. The school leaving age will be raised to sixteen in 1973. As people become better educated and better off, and as more are employed in sedentary jobs, they are likely to make more active use of their leisure out of doors.

These are some of the factors to be taken into account in assessing the future of coastal recreation. To try and express them in definite figures for each region is well nigh impossible. But some rough overall national figures can be offered. The number of holidays taken by United Kingdom residents could well increase from the 1966 figure of about 36 million to about 48 million by 1980, representing a two per cent per annum growth. In 1966, 31 million holidays were spent in the United Kingdom and 5 million abroad, a ratio of just over 6 to 1. The ratio will probably fall to about 5 to 1 or even lower by 1980 because an increasing proportion of holidaymakers will go abroad. This means that about 40 million holidays will be taken in the United Kingdom, and at least 8 million overseas. These figures, which refer to main and additional holidays of not less than four nights, are likely to be on the conservative side if one takes into account the rise in second holidays. The estimate of growth takes into account the fact that as much as 20 per cent of the population do not take holidays because they are either too old, too young, too ill or too poor.

In addition to the 40 million holidays estimated to be taken in the United Kingdom by residents in 1980, an increasing number of overseas visitors can be expected. If it can be assumed that services, chiefly accommodation, will be available to satisfy the demand, the number of visitors from abroad could increase as follows:

	<i>Visitors from overseas</i>	<i>Visitors from the Irish Republic</i>	<i>Total</i>
1966	3,184,000	729,000	3,913,000
1968	4,000,000	750,000	4,750,000
1970	5,200,000	800,000	6,000,000
1975	6,000,000	900,000	6,900,000
1980	10,000,000	1,000,000	11,000,000

These figures relate to the whole of the United Kingdom and not just England and Wales. But at present at least 80 per cent of all overseas 'visitor/nights' in the United Kingdom are spent in England. This figure is not expected to decrease significantly by 1980.

The above forecasts can only be approximate because of the many variables which may affect them in the future. But the underlying growth trend is expected to remain strong. Moreover in the 1970's new techniques of promoting tourism and the opening

of the Channel Tunnel should ensure that a good rate of growth continues, especially from Europe.

The above figures indicate that there may well be over 50 million holidays being taken in the United Kingdom by 1980. If one ignores the holidays of overseas visitors, which are still expected to concentrate predominantly on London and other historic cities (though there will be a small but growing number visiting the coast), where will the big change come in holiday taking? The answer, undoubtedly, is in second and additional holidays. These will be taken in ever increasing numbers as a result of the rise in car ownership and real incomes.

In 1966, 65 per cent of all United Kingdom holidaymakers used their cars as a means of transport for their holidays. This figure is expected to rise to nearer 80 per cent by 1980. An increase in real income will mean that people's attitudes will change with time. The increase in ownership of caravans, flats, cottages and camping equipment will encourage them to find their recreation further away from home. But this recreation does not necessarily have to be at or near the coast. In fact, future planning must ensure that it is not; otherwise an uncontrolled demand for recreation, if directed more through habit than desire at the coast, would bring saturation and suffocation.

It is difficult, if not impossible, to illustrate this proposition numerically. Some idea, though, can be obtained from the figures produced by the British National Travel Survey for 1966. In that year about 31 million holidays were taken by United Kingdom residents, of which about 25 per cent were away from the coast or in Scotland. This means that about 23 million holidays were spent at or near the coasts of England and Wales. Since the average length of stay was 10.3 days, about 230 million days were spent by holidaymakers on or near the coast. The total length of coastline of England and Wales is 2,741.8 miles. If this is multiplied by the 184 days in the six holiday months, May to October inclusive, we get a figure of 504,491 day/miles of coastline capacity. This figure, divided by 230 million, gives an average of one person per 3.9 yards.

When allowance is made for the probable increase in the number of holidays in 1980, and for the fact that not all of the coast is useable or accessible, it becomes apparent that the likely demand could lead to an impossibly difficult situation on a great deal of our coastline by 1980. This difficulty raises certain important problems about the future course of recreation. Chief amongst these is the length of the holiday season. The British are still attached to the traditional holiday months of July and August during which at least 60 per cent of all holidays have always been taken. This attitude can and must be changed in the years ahead.

The alteration of the dates of the summer Bank Holidays so far seems to have had little effect on holiday taking. A more important factor will be the changing of the school holidays. For many families the timing of the school holiday is their main reason for taking holidays when they do. But even a change in school holidays may only shift the peak demand from July/August to, say, June/July. The problem is further exacerbated by industry. Many plants shut down for a fortnight because of production problems. Recently there have been signs of workers voting to take their fortnight outside the peak months of July and August, but the problem is still considerable. Even in the commercial and distributive trades which do not shut down for a fortnight, many workers still elect to go away at the peak. There is a good case for encouraging people to go away outside the peak periods by financial inducements. Hotels and other kind of accommodation already do this by charging the maximum in the peak period. There could, for example, be the inducement of an extra day's holiday for holiday time taken out of the peak weeks. In France workers are en-

couraged to travel outside the peak periods by offers of reduced fares on French railways.

The large growth expected in second and additional holidays has already been mentioned. These will tend to be taken outside the peak season. The saturation of holiday areas will, in itself, discourage more people from adding to the congestion of the peak holiday period. Moreover, people may be persuaded to take additional holidays inland, instead of at the seaside, and to pursue activities which can be enjoyed away from the coast such as walking, climbing, riding, fishing and motoring. These are all variants of the basic definition of a holiday, which is destination plus activity at the destination. The old idea of a holiday was one or two weeks by the sea to enjoy hot sunshine and warm water. Those wanting this simple form of recreation will increasingly go abroad and the coastline will come to be used for more active sports such as sailing, which can be done virtually throughout the whole year.

It should be possible in future to plan for this changing recreational use of the coastline and to consider the coastline as a whole. More attention will have to be paid to regional planning. The coast is not a commercial product which depends for its success on exploiting the market more successfully than that of its competitors. It is a unique product, and far from homogeneous. The facilities demanded will range from the very noisy to the most quiet. At one extreme will be the well organised and highly sophisticated resort like Blackpool. This knows that its success stems from offering as many facilities as the visitor can possibly want – large car parks, a beach which is not concerned with the density of visitors at any time, an enormous variety of amusements and plenty of inexpensive accommodation. It should be encouraged to extend its facilities even further, because much can be accomplished on a relatively short stretch of coast by concentrating facilities. This will leave more space for the demand at the other end of the scale, for peace and quiet. Places like Frinton which cater for this kind of demand will still be required in the future. They should not be confused with the wilderness areas that will, by definition, have no development on them at all. Parts of the Northumberland coast will fall into this latter category.

It must be emphasised that these categories are not necessarily watertight compartments. Zoning for recreation will be necessary because as the overall demand for it increases, it will become more complex and split up into distinct and possibly conflicting activities. An example of this could be the Bournemouth area, where there is heavy concentration of holiday facilities. Further west could come a quieter area, such as Poole harbour, offering sailing facilities such as a marina. This will still need to be easily reached, but could be followed by the wilderness area west of Swanage, with miles of cliffs, and not such easy access.

Zoning by itself will not, of course, prevent problems arising. Holiday demand is to some extent determined by fashion, and the south-west, for example, is popular for all types of leisure. In such circumstances market forces will have to correct the balance.

An excellent example of specialisation by planning is contained in the American study on outdoor recreation. This examines what the American public does out-of-doors, what factors affect its choices, what resources are available for its use, what are the present and future needs, and what the problems are in making new resources available. An actual example of present-day holiday development using the zoning principle is the Languedoc/Roussillon scheme in southern France, where a large stretch of coast hitherto mainly unused is being developed to provide intensive development in parts, with wilderness stretches elsewhere. Another important factor is that specific plans for zoning will make it possible to create new recreation areas, such as gravel pits, and within the proposed Morecambe barrage scheme. In this way

the provision of protected water areas could be planned through major coastal works, as the Dutch have been doing for years.

If each area in the United Kingdom were to specialise in a certain type of recreational development, income from tourism in each area could be maximised by planning for and offering exactly what is required in that area. Mention has been made above of the problem of access. In wilderness areas this would obviously need different planning than in highly developed areas. In highly developed areas easy access to motorways would be required. In wilderness areas, access will need to be arranged so that large car parks are available on the periphery. The camping and caravanning sites and service areas, as well as shops, catering facilities and lavatories should be set back from the coast to avoid ruining its main amenity, its quietness.

During the twentieth century the organisation of the travel market has been rapidly improved. Increasing pressures on land, facilities and population will lead to still more intensive organisation in the travel field. This reinforces the case for planning in advance what should be done, and ensuring that the views of interested parties are taken into account, if not always accepted, in doing this planning. If all the interested parties are aware of this planning, they will be more ready to indicate what they have done or would like to see done, and this will ensure that various tourist and recreational developments are not carried out in isolation. All the work being done, both by commerce and institutions, such as signposting and providing itineraries, information, basic guiding and recreational counselling, can be very influential in directing traffic to the right place at the right time.

It must not be forgotten that day and weekend trips will increase in popularity with increasing ownership of cars. This will probably cause more short-term congestion on the coastline than is created by holidays of four nights or more spent on or near the coast. The essence of a day trip, and its limiting factor, is time. If by 1980 England and Wales are well serviced by motorways, people will be prepared to travel longer distances on day and weekend trips. Research indicates, though, that people do not like travelling long distances for the sake of it. If attractive leisure centres are developed near the main towns, people will be saved the bother of travelling long distances for recreation, and pressure on the coastline will be eased.

The scheme for the Lea Valley Regional Park is an excellent example of how to plan for active recreation inland. All types of physical recreation can be catered for in a park of this size, with water as the focal point. Though an extended area, it will still be a finite one, which is important, since one of the attractions of the coast is that it represents a destination with a finality. Also, being inland, it will help to attract traffic away from the coast.

Though many people associate the sea in summer with the opportunity for swimming, swimming in the sea – though not swimming itself – is becoming less popular. This is shown by the fact that even hotels and resorts overlooking the sea now build swimming pools. This change will give inland centres like the Lea Valley a new opportunity in offering swimming facilities.

It has already been noted that one of the difficulties of easing the congestion on the coast during July and August is the reluctance of holidaymakers to take their holidays outside these two months. Seaside resorts have for some time been aware of the necessity of extending the holiday season. They have had a fair measure of success in encouraging conference business outside of these months, and holidays at Christmas, Easter and Whitsun, as well as second holidays. There are many forms of active sports which are suitable in our climate during most of the year. These can often be carried out in attractive surroundings with good entertainment and comfortable hotels. But some resorts still give the impression of living in the past and need to

develop a new outlook. Other resorts have experimented in new directions, but many still offer a simple holiday product in an old-fashioned resort, and are badly equipped to deal with cars. One novel way of dealing with the problem of car parking would be to build a new pier which could also serve as a parking space. The use of holiday flats or second homes will bring greater prosperity to resorts, who may be induced to improve recreational facilities to encourage this development. Prefabricated buildings will also be developed on holiday camps and caravan sites.

During the past three years the total number of holidays taken by United Kingdom residents in *inland* parts of the U.K. has remained consistent at about a fifth of all U.K. holidays. Are there any reasons for supposing that this figure is likely to change in the future? The most popular types of recreational activity, as indicated in the *Pilot National Recreation Survey*, are shown below. The table is divided into two sections:

- (i) those recreations which have been done at some time in the past; and
 - (ii) those recreations which people would definitely like to try or take up.
- The percentages relate to the total sample of 3,167 respondents and reasonably reflect the choices of the total U.K. population aged 12 and over.

	<i>Done in the past</i> %	<i>Would like to do</i> %
Team games	56	3
Swimming	50	6
Cycling for pleasure	47	2
Athletics	38	2
Tennis	36	3
Camping	31	4
Hiking	30	3
Skating (ice or roller)	23	5
Fishing	21	5
All inland sailing and canoeing	17	7
Sea sailing and canoeing	16	11
Bowls	13	3
Golf	12	9
Horse riding	11	6

The most interesting point about these figures is the large number of people who have taken part in some form of recreation in the past – often, presumably, at considerable expense or trouble to themselves. This suggests that the demand will rise considerably if reasonably cheap and easily accessible facilities are provided. It could be assumed that, given suitable recreational facilities in the future, the effective demand will come from the sum of the two columns. The main argument against this is that the first column refers in many cases to recreation or sports played at school, which many people have no intention of pursuing in future. An additional question was therefore put to people as to which activities they would be unlikely to pursue in the future. The only two specifically mentioned were team games and athletics. The following list of preferences has the proviso, therefore, that the probable demand for team games and athletics is likely to be considerably less than the figures suggest.

	<i>Possible effective demand</i> %
Team games	59
Swimming	56
Cycling for pleasure	49
Tennis	39
Athletics	38
Camping	36
Hiking	33

Skating	28
All sea sailing and canoeing	27
Fishing	26
All inland sailing and canoeing	24
Golf	21
Horse riding	17
Bowls	16

The important point about these recreations is that very few are entirely dependent on the sea. Swimming (56%) can easily be practised inland, or away from the beach itself. Only sea sailing (27%) is essentially a sea water activity, since much fishing (26%) is done on inland waters. The pattern is broadly similar for activities by people whilst on holiday. People who enjoy active recreation tend to be active on holiday, playing such sports as golf, tennis and swimming. Active holiday pastimes are likely to grow increasingly popular in the years ahead.

As we are concerned with the period up to 1980 we also need to look at the activities preferred by children now 12 to 16 years old who will still be in their twenties in 1980, and therefore of an age when many may be expected to engage in recreational activities. The most popular activities which the 12 to 16 age group would like to take up are as follows:

	%
Natural history study	34
Sea sailing	29
Inland sailing	28
Horse riding	24
Skiing	18
Water skiing	17
Camping	17
Underwater swimming	16
Archery	15
Gilding	13

With the exception of sea sailing, underwater swimming and to a certain extent water skiing, all these activities can take place away from the coast. This leads to the main conclusion of this report: that the natural resources of the coastline will be adequate to prevent overcrowding and saturation, providing that in planning for recreation we aim to satisfy the demand throughout the country as a whole, and not within a series of separate areas. Much of this recreation can, and must, be planned to take place inland. The coastline will need to be developed to a co-ordinated plan for zoning and specialisation, so that each section offers its own particular kind of facilities. Since sea sailing is likely to be the activity most in demand on the coasts during the 1970's, the development of marinas, for example, will be essential at suitable locations. The other main conclusion is that all efforts will be needed to extend the holiday season and spread the demand more evenly throughout the year.

The future of the coastline lies in planning and zoning, both in the public and private sector. Past development, mainly carried out by private capital, has been haphazard. No attempt was made to determine the future demand on the coastline as a whole. Each separate area was treated in isolation and long-term factors, such as the growth of cars or seaside holidays, were ignored. The future must be different. Planning of the use of the coastline should be carried out on a regional basis. Each region should as far as possible act in conjunction with other regions. Once broad plans are agreed, there can be a successful partnership between government - central or local - and private enterprise. Although public bodies will probably still need to

develop basic amenities, and many resort authorities should still provide entertainment and other services, commercial enterprises and specialist organisations should be encouraged to play their full part.

Planning of the use of the coastline involves making decisions as to how each stretch of the coast will be utilised. Some of it will be developed. Other parts will remain undeveloped. The important consideration is to plan for the whole of the coastline, and for all sections of demand.

Part Three

The Views of Interested Organisations

As part of their study of coastal planning the National Parks Commission collected the views of a wide range of organisations interested in the use of the coast and in safeguarding its beauty. These bodies were invited to send in any observations or recommendations they wished to make concerning the future planning of the coastline of England and Wales as a whole, or any particular parts of it, so that these could be taken into account by the Commission in drawing up their own recommendations to the Minister of Housing and Local Government and the Secretary of State for Wales. We wish to record our gratitude to the organisations who responded to the invitation. Pages 90-100 contain a digest of the memoranda they submitted.

INDUSTRIAL DEVELOPMENT

The **Confederation of British Industry** told the Commission that industrialists are fully conscious of the desirability of preserving the beauty of the coastline, but they believe that the economic needs of the country must be paramount. Before any industrial development can take place permission has to be obtained from local and national authorities. They felt this ensures that full consideration is given to the preservation of amenities. They believe that adverse publicity about industrial development mainly arises from the justifiable desire to prevent any repetition of the outrages perpetrated before adequate planning controls were introduced. They added that there is a substantial legacy of damage from uncontrolled development in the past and that industrial dereliction is still a serious problem in some regions. They went on to point out, however, that 'much so-called damage may, in fact, be a blessing in disguise' where it leads to the provision of recreational amenities which would not otherwise become available. The Confederation said that it had to be recognised that 'many developments are directly designed to produce or safeguard material amenities which the majority of the community would not be prepared to forego. This is particularly true in the case of utilities'.

Commenting on the procedure for dealing with planning applications, the CBI said it gives 'ample scope for well organised pressure groups and well-meaning but ill-informed individuals to exercise a delaying power quite out of proportion to the weight of their arguments'.

The Confederation consider that certain coastal towns need to be developed as industrial areas in order to provide employment and that this would be welcomed nationally and locally. Minerals had to be extracted where they existed. The processing sometimes had to take place on sites off mineral-bearing lands, perhaps on the coast, but the greatest care is taken to minimise the harmful effects.

A note from the **Central Electricity Generating Board** explained that the production of electricity requires vast quantities of water. A 2,000 Mw station needs to circulate fifty million gallons per hour for cooling purposes. With direct 'once-through' cooling this volume of water could only be provided from the sea or an estuary. In inland power stations the water is circulated in a closed system and cooled by cooling towers before being re-used. This type of station requires about forty million gallons of water a day when in full operation, of which 27 million gallons would be returned to its source.

The Board stated that in future it will not be possible to provide all the cooling water needed from inland sources; and that further power stations will have to be sited on the coast using direct cooling systems. Advances in design suggested that it would be possible to locate future nuclear power stations nearer centres of population. As larger nuclear stations are likely to be built in future, requiring greater quantities

of water, the Board expect to have to search for more coastal sites. They commented: 'By a balanced location of new power stations, both on the coast and inland, it will be possible to make the best use of the National Grid system - existing and planned - and reduce the extent to which long transmission lines will be required'. They also pointed out that in the interest of amenity low and sometimes medium voltage connections are laid underground where they leave power stations. For this reason one of the 400 Kv transmission connections from Fawley Power Station was tunnelled under Southampton Water at considerable cost.

The Board stressed that the location of power station buildings is determined by amenity as well as other consideration wherever possible, and special materials have been used to harmonise with the surroundings. Landscape treatment was given to almost all sites and took advantage of existing woods and their extension by new planting. In coastal areas special care was taken to select trees and shrubs that withstand salt spray and strong winds.

The CEGB also explained that existing public access to the foreshore or riverside is usually preserved, and in some cases it is provided as part of the power station development scheme. By contrast public access has occasionally been restricted at the request of the local planning authorities in order to avoid disturbance of, for example, a nature reserve. They also said that 'considerable care and expense is given to the preservation of wildlife and other elements of natural history in the vicinity of power stations'.

The Gas Council submitted a memorandum which dealt with some of the implications for coastal planning of the discovery of North Sea gas. They reported that since exploration started in the winter of 1964 over a hundred wells had been drilled in search of oil and gas beneath the North Sea. Over forty had found gas in commercial quantities. Four major fields had been identified:

- (i) The West Sole Field, 42 miles east off the Humber estuary;
- (ii) the Leman Bank Field, 35 miles off the Norfolk coast;
- (iii) the Indefatigable Field, about 50 miles off the Norfolk coast; and
- (iv) Hewitt Field, about 15 miles off the Norfolk coast.

Three of these fields could be in production by late 1968 to early 1969, and the fourth by probably the end of 1969. The Gas Council explained that the routes taken by the pipelines from the gas field are not necessarily the shortest because depressions in the sea bed or moving banks of sand had to be avoided. This meant that neither the Gas Council nor the producing companies were completely free to choose the most suitable site for the landfall of an undersea pipeline.

Only a minimum of the processing required takes place on the offshore production platforms. Full treatment of the gas *could* be carried out at sea but the Gas Council said that this would be 'extremely expensive and less reliable than in an onshore plant'. It would also be necessary for offshore platforms to be manned continually.

The Gas Council's paper explained that liquids condense out of the gas as it travels through the pipeline and as pressure is reduced. These liquids collect in the low points of the pipeline until the gas velocity is sufficient to carry them forward by the impact of spheres introduced into the pipes for this purpose. The paper continued: 'It is essential for the safe and efficient operation of the onshore pipeline for these liquids to be removed as soon as possible. The terminal should, therefore, be as near the coast as is practicable. If a coastal site could not be obtained, there must at least be a valving station at the shore because it is necessary to be able to isolate the sea line to the field in cases of emergency'. A valving station for a terminal the size of Bacton

would be large; and the pipeline swathe from the station to the terminal would be much wider than the outlet feeders of the terminal itself.

Terminal stations belong either to the gas producers or to the Gas Council in its capacity as purchaser of the gas. (In some instances the Council could operate as producer *and* receiver.) The producers have to supply gas to the Gas Council's specification which controls the calorific value, the sulphur, water and hydrocarbon content and pressure. To achieve this the gas has to be treated by the producers. The Shell/Esso plant at Bacton includes facilities for removing liquids, drying the gas and measuring and controlling it. The Gas Council say the following facilities are also required:

- (i) Tankage for small amounts of liquid products recovered from the raw gas;
- (ii) fire fighting equipment;
- (iii) offices, control rooms and workshops;
- (iv) a radio mast or tower;
- (v) a helicopter landing pad; (and, several years after a field has been brought into production,)
- (vi) gas compression equipment to enable 1,000 p.s.i. delivery pressure to be achieved.

The Council explained that the radio facility is necessary for the control of offshore equipment on the platforms and for controlling gas flows. Because of the distance involved and the fact that, on the frequencies that will be used, radio communication is a 'line of sight' operation, the radio aerials must be 350 to 400 feet above sea level. As the performance of radio links deteriorates in the presence of road traffic and the land/sea boundary, the mast also has to be sited as near to the coastline as possible. The note then explained that the terminal used by the Gas Council has a rather different function to that of a gas producer. It receives the gas from the producers and delivers it into the national system. The gas is filtered and metered for control purposes and blended to a standard quality. Facilities for heating the gas are also required since under certain conditions it may be necessary to reduce considerably the gas pressure. The blended gases are then passed through flow regulators into the outlet feeders.

The control room complex of a Gas Council terminal includes, apart from the control room itself and its associated instrument rooms, offices and laboratories, workshops and a boiler house to supply the gas heating equipment.

Radio communication would probably be necessary to link the terminal with the Gas Council's national control system. The Council would use aerials mounted on the radio mast on the producer's site for this purpose. There are at present two terminals in this country, one in operation at Easington in Yorkshire, and another under construction at Bacton, Norfolk.

The **National Coal Board** informed the Commission that they did not foresee any need for additional coastal installations to serve the mining industry which could have implications for coastal amenities. They added, however, that their existing facilities for disposal of spoil on the coastlines of Northumberland, Durham, Cumberland and Flintshire will need to be maintained for the life of the collieries which they serve. The Board could not say, in the case of individual collieries, how long this would be.

The **National Ports Council** sent the Commission information about likely trends in docks development and its effect on the coast. They drew a distinction between port facilities for general cargo and those for bulk cargoes. The Council pointed out that most vessels carrying general cargo (which accounts for only one-seventh of the total volume of imports) can operate in shallower waters than large bulk carriers. Also,

unlike bulk cargo, the general cargo trade does not create a need for large areas of adjacent industrial building land. However, the efficiency of cargo handling is improving. In particular, the use of containers for conveying goods by road, rail and sea is growing very fast. This has a bearing on land requirements. Because of the speed at which a container ship can be unloaded, it is technically feasible that a single container berth could replace ten or more orthodox berths. This rapid unloading means that the container berth will require some twenty acres of backland for storage compared with two acres for conventional berth. Even so, the throughput of container berths is so much faster than conventional berths that on balance little extra land may be needed.

The National Ports Council see little likelihood of new ports being needed for the general cargo trade, especially as there is a major programme for enlarging and modernising the established ports. Substantial developments are in hand, for example, at London (Tilbury), Liverpool (North of Gladstone Dock), Hull (King George Dock Extension) and Southampton (Western Dock extension). Also in prospect is the development of the Stour and Orwell ports whose trade with the Continent is steadily growing.

The needs of bulk cargoes will, on the other hand, require the development of facilities at entirely new port locations. The Council cite as examples of such developments since the war the four oil terminals built (or under construction) at Milford Haven and the ore transshipment terminal proposed there but not yet built; the oil terminal at Finnart at Loch Long in Scotland; and the development of major oil terminals on the lower Tees.

A factor which influences where on the coast these industries are sited is that much larger hulk carriers are being built than in the past to achieve economies of scale. The biggest oil tankers now on order (276,000 tons) will carry nearly twenty times as much as the biggest tankers in use ten years ago. There are very few areas left in this country where deep water (at least 40 ft. at low water ordinary spring tides) and ample land for industrial development coincide in the vicinity of major population areas. Because such land is a scarce resource, the National Ports Council have decided that a 'primary long-term planning aim' must be the identification of 'Maritime Industrial Development Areas' (MIDAS) where long-term new port development and associated industrial development could most advantageously take place.

These would be sites where hulk carriers could berth directly alongside the plants that would use or produce the cargoes which the vessels would carry. The National Ports Council say that MIDAS could have considerable attraction for industry (particularly those which use materials imported in large hulk carriers but which individually could not support the cost of independent terminals) because of the competitive advantages offered by such sites.

Following the National Ports Council's proposal to the Ministry of Transport, an inter-departmental committee has been set up to study the possibility of relating the location of major bulk importing industry to suitable sites at which deep water facilities could be made available adjacent to areas of land suitable for industrial development; to assess the costs and the prospects that such sites might attract industries requiring facilities of this nature; and to assess the extent to which the national economy might benefit. Meanwhile, the National Ports Council hope to see industrial growth on Severnside and Humberside and they have suggested to the Department of Economic Affairs that these should be considered as MIDAS. Finally, the Council referred to another proposed study by which they would aim to identify possible sites for handling even larger ships likely to be used in the foreseeable future, e.g. oil tankers of up to 500,000 tons.

The demand for caravan and camp sites

The Camping Club estimated that in 1966 two million people took camping holidays in tents and another million in motor caravans or trailer caravans. The National Caravan Council (which represents the interests of caravan manufacturers and site operators) reckoned that in the same year well over 4½ million holidaymakers were accommodated in either touring or static caravans in the United Kingdom. The same body estimated that in the United Kingdom there were then 182,000 static holiday caravans, 114,000 touring caravans and that 106,000 caravans were lived in by 318,000 people as permanent homes.

Both these bodies foresaw a rapid increase in the numbers of caravans. The Caravan Club stated that if their membership continues to grow at its present rate they would have 160,000 members by 1973, compared with 60,000 in 1967. The National Caravan Council commented that static caravans have increased in popularity and were now second only to boarding houses as holiday accommodation. They pointed out that the number of cars is expected to rise from 9½ million in 1966 to 20 million by 1980, and that this is likely to bring about a wider ownership of touring caravans. They have also anticipated a growth in the third category of caravans, those used permanently as homes. They commented that 'the residential caravan or mobile home is proving rapidly to be an ideal form of dwelling' for retired people who move to live by the sea.

The Camping Club reported that in the peak season coastal sites for mobile camping and caravanning around Britain are nearly all full. They found that the heaviest demands for such sites arise in Cornwall, Devon, Somerset, Dorset, Norfolk, Yorkshire, Lancashire, the Pembroke Coast National Park and in North Wales. They commented that the attitudes of the local planning authorities 'vary quite arbitrarily from county to county'. They suggested that planning should be applied with regard to regional as well as local considerations and argued that 'the positive side of planning should be given as much consideration as the negative side . . . and where camping facilities are reduced or refused in the face of demand, steps should be taken to meet the demand elsewhere'.

The Caravan Club likewise called for more sites for the genuine tourist caravanner in places which are known to attract the public and argued that it should be 'axiomatic that the tourist caravanner should be provided with facilities in coastal areas and the hinterland to the coast'. They saw no sign as yet of there being enough tourist pitches to meet demand. The National Caravan Council claimed that of those wishing to holiday at the coast, one in seven will occupy a caravan. 'To ignore or dismiss this fact would be a grievous error', they commented, 'Caravan parks in coastal areas are a definite need, and we urge that provisions should be made for the inclusion of good parks, residential and holiday, in appropriate places, when future policy of coastline development is considered.' Both the Camping Club and the National Caravan Council remarked on the fact that, with the development of more robust and comfortable equipment, camping and caravanning is becoming less seasonal and more of an all-year-round activity.

The Motor Caravanners Club pointed out that motor caravanning seems to fall between two statutory forms of control: sites used by caravans are controlled under the Caravan Sites and Control of Development Act, 1960, and those used by tents are regulated by the Public Health Acts. They commented that these legal distinctions prevented the economic use of land for camping: by requiring different sites for each form the regulations double the acreage needed. As motor caravanners used tents

as well as motor caravans they are often prevented from using sites which are licensed for tents only or caravans only. They recommended, therefore, that the local authorities should issue licences for 'mixed' camping (i.e. for tents and caravans) except where the terrain rules this out.

The Cyclists' Touring Club said they would welcome provision made for simple overnight accommodation, well-sited camping areas and for cafés in villages. They wish to see the coast preserved as near as possible to its natural state and cyclists given unrestricted access to it. As far as touring cyclists are concerned, the less the coast is developed the more they were able to enjoy it. Such development as had to take place should be centred on existing holiday resorts. They deplored the development of recreational facilities in previously unspoilt areas. Car parks should be sited well back from the shore.

They also criticised the encroachment on the Dorset coast by the Ministry of Defence and seek better access to it by roads frequently closed for military training purposes. The CTC complained about the exclusion of the public from nature reserves controlled by such bodies as Naturalists' Trusts and again called for free access. They wish to see long distance routes improved and extended.

The Central Council for British Naturism reported that their membership had increased by 8% a year since 1953 (passing the 10,000 mark in 1966) and put forward their case for reserving beaches for those 'wishing to bathe and sunbathe without costumes'. They proposed that in remoter areas whole beaches should be set aside for naturists, as well as sections of beaches nearer to resorts.

The Youth Hostels Association said that, in relation to the coast, they were primarily concerned that 'the young walker or cyclist, alone or with companions, should be able to enjoy its beauty free from the constant intrusion of cars, caravans and unsightly development'. They look forward to the day when the frustrations caused by barbed wire and other obstructions are eliminated on coastal footpaths around the south-west peninsula and the Pembrokeshire and Yorkshire coasts. They urged more local authorities to create long distance coastal footpaths.

The YHA also feel it is essential that local authorities should make provision for camping close to the coastline where amenities would not be damaged. They believe that such sites are especially needed by walkers and cyclists and for those making overnight stops with lightweight camping gear.

The YHA complained about the inadequacy of facilities for boating holidays in areas already popular and along other parts of the coast suitable for such development. They said that where mooring facilities are lacking boats are strung out over a wide area. This looked unsightly and created navigational difficulties and they therefore urged that moorings should be concentrated within specified areas.

The Boy Scouts Association asked that camping and boating should not be made more difficult by coastal preservation. Scouts do not use public camping grounds and need such places as farmers' fields, woodland or private grounds which are fairly near to amenities but not in too public a place. The Association pointed out that Scouts have a good reputation for tidy and efficient camps and they requested exemption when Article 4 Directions are made to control camping.

The Girl Guides Association said their main interest in the coastline is the availability of camp sites. Some of the Association's County Commissioners were concerned that encroachment of caravan and holiday camp sites over long stretches of coast would leave no space where Guides could camp. They also called for the better sign-posting of footpaths and the cleaning of beaches.

The Caravan Club suggested that, because private operators find sites for touring caravans financially unrewarding, these should be operated directly, either by the

Club (which already runs more than sixty tourist sites) or by local authorities, who could draw upon the Club's management experience. The **Camping Club** pointed out that a mobile camping site run in conjunction with a farm, inn, hotel, garage or other service enterprise usually brings additional value to the main business and that such an arrangement often reduced the capital cost of establishing a camping site. Finally, the **Camping Club** recorded their opposition to tighter control over tent camping. They stated: 'Whilst we accept some form of control being imposed on the unscrupulous person who operates an overcrowded, insanitary, unlicensed site, we cannot support any move that would take away the freedom of the lone camper or small group of campers who prefer to camp on farmland or other suitable places with, of course, the landowner's permission'.

Providing camp sites without spoiling beauty

All the camping organisations consulted spoke of the over-riding need to preserve the natural beauty of the coastline. The **Camping Club** stated they accepted the principle that camping facilities 'will be established only in places where they do no harm nor detract in any way from the natural beauty of the area or interfere with the enjoyment of other people'. They argued, however, that it should not become Government policy 'to exclude the possibility of establishing a site in a protected area, however remote, just because it has been so designated'. The same view was expressed by the **Motor Caravanners Club** who stated: 'We do not believe preservation means exclusion. . . . We see no merit in preserving beauty in order that it may not be enjoyed'. In the same vein, the **National Caravan Council** agreed that the natural beauty of the coastline should be preserved, but went on to say: 'We feel, too, that these beauties should be made accessible to the ever-growing and increasingly mobile population'. They said the areas least worth preserving should be developed for the public's enjoyment and they wished to take part in the selection and planning of the caravan parks which should be included in such areas.

Of these organisations, the **Caravan Club** were the most emphatic in the defence of natural beauty. They stated: 'Tourist caravan sites should not, under any circumstances, be situated in such a way as to harm the amenities of the area. It is little short of a national disaster that so much damage should have already been done to our coastline. . . . The **Caravan Club** considers it a matter of prime importance that the remaining sections of unspoilt coastline should be preserved at all costs, access for the public being provided where possible without conflicting with other rights'.

The Club also stressed the need for the careful landscaping and screening of caravan sites. 'They should be developed with the emphasis on beautiful landscaping, rather than on the provision of sophisticated facilities which are expensive to provide and not always necessary, bearing in mind that real caravanners are completely self-sufficient.' The **Camping Club**, too, referred to the relative simplicity of mobile camping and caravan sites. They pointed out that whereas sites for static holiday or residential caravans required extensive permanent development, 'the mobile camping and caravanning site requires a suitable piece of land of between four and ten acres with only sufficient structures to provide toilet accommodation and a drinking water supply'. Nor do tourist sites require hard standings. The **Camping Club** regard the ideal site as one with footpath access to a beach. They stated: 'We do not subscribe to the often voiced arbitrary view that there shall be no camping and caravanning within a mile or so of the beach. We know it is difficult to find suitable sites on the seashore but it is certainly not impossible'.

The **Motor Caravanners Club** said they wanted camp sites provided in places of natural beauty, which they thought could be done by careful selection and land-

scaping. 'We believe that provision should be made for camp sites close to beaches which could be achieved by opening new areas to camping by developing access roads and designating some areas as recreational camping areas and forbidding other development.'

The Ramblers' Association's main concern about the coast is that the unspoilt parts should be made accessible to walkers. They pointed out that access to the undeveloped coast varies considerably between regions and they gave a detailed account, county by county, of where new public rights of way are needed. They feel that improvements are particularly necessary along areas of cliff and foreshore in the East Riding of Yorkshire and along stretches of Hampshire coast; and in Dorset where, although there is a path along most of the coast, the areas of open country on the cliff tops are dwindling rapidly.

The Association also sent in detailed returns of coastal disfigurements and eyesores. They found that most county councils are aware of these and are taking appropriate action, although mostly in areas next to seaside resorts. Among other recommendations, the Association urged that new holiday accommodation should be concentrated in or around existing developed areas; that cars should be kept off all beaches and restricted to car parks well back from the shore; and that the interests of nature conservation should not be allowed to interfere with the creation of long distance footpaths.

The Youth Hostels Association called for rigorous standards of planning control in order to protect the unspoilt coast from holiday development. They believe that many parts of the south-west and Welsh coasts merit such protection, as do parts of the east coast, particularly the following areas: Robin Hood's Bay - Burniston (Yorkshire); Brancaster - Sberingham (Norfolk); and Kessingland - Deben estuary (Suffolk).

Traffic at the coast

A paper from the Institution of Municipal Engineers was concerned almost wholly with coping with traffic at the seaside. It said that as more and more families take their main holidays abroad, they would make more frequent but shorter visits to the coast at other times. This trend would also be fostered by the increase in private motoring: 'More and more the modern motorist will choose to make brief visits to unspoiled areas, however formerly remote, particularly if he knows that he can park his car without difficulty and that access to the beach is easy'.

The Institute pointed out that the proportion of holidaymakers travelling by car (which had risen by 6% a year since 1951) had now reached two-thirds and is likely to increase still further. Therefore they regard improved communications as essential to enable people to make the most of their opportunities for recreation. In particular they recommend that roads parallel to the coast which are convenient or pass through enjoyable scenery should be improved to adequate safety standards. The reconstruction of coastal roads had to be done with 'great sympathy and understanding, not only in the coastal area itself but also in the approaches, to ensure that the roads become part of the landscape'. They urged the creation of new coastal footpaths giving access to viewpoints.

They suggested that as coastal branch railway lines are being closed this created a possibility of providing car parking facilities at disused stations and sidings, where water and drainage are available for sanitary arrangements.

The Institution proposed that reviews of capacity and future traffic demand should be carried out on all highways serving coastal areas and projected at least twenty years ahead. This might reveal that peak traffic volume would soon reach capacity on many secondary routes, making necessary some form of traffic regulation. They sug-

gest this could be done by 'automatic congestion indicators' and by manually operated signs which directed traffic to less congested roads and helped to achieve the full use of off-street car parks.

On rail transport, the Institution said that where seaside towns 'are of a size and character to offer facilities to visitors without cars' there is a strong case for keeping rail services, even if these are unprofitable. They said that in planning new holiday facilities, and in the rehabilitation of existing ones, the requirements of transport to and within coastal areas, and the integration of land use and traffic planning, are of crucial importance.

They suggested that in order to reduce local traffic movement, coastal caravan and camping sites should be close to existing population centres so that shops and places of entertainment can be reached on foot. They see 'every advantage in concentrating caravans on a limited number of large, well equipped sites'.

Finally they said there were no statutory powers under which coastal authorities can effectively prevent the launching of motorcraft from beaches, or control their operation in offshore water in the interests of safety and amenity. They called for new legislation to provide such powers.

A paper from the Automobile Association discussed the swift post-war growth of coastal caravan development. It said that this 'has brought much enjoyment to those who previously could not enjoy a seaside holiday, and has also brought increased revenue through rates to various local authorities and much prosperity to local shopkeepers and tradespeople. That there has been a considerable loss of visual and other amenity there is no denying, but there has certainly been a concomitant gain in the health and well-being of the community as a whole'.

The Association urged that future coastal development should be in depth, rather than in the ribbon form of the past. They pointed out that as caravans wear out they might be replaced by chalets which, though less unsightly, 'could be sufficiently permanent to become seaside slums of the future'. They foresaw a demand arising for caravan sites near country parks and thought this should be guarded against.

The AA believe that a co-ordinated planning policy for all coastal areas is an urgent necessity and that the regional planning councils represent a means of achieving it. They say they would support measures for safeguarding coastal amenity for future generations, but warned against 'hasty and ill-considered restrictions on liberty'. They commented that a 'reasonable degree of restraint or restriction is acceptable to the motoring community when it is clearly in the interests of all'. They pointed out, for example, that for many years motorists have been content to visit Clovelly on foot. 'If there must be restrictions of any kind, then equally there must be adequate provision of car parks, toilets facilities, and other things which control implies.'

The YHA said that they believe uncontrolled car parking to be one of the greatest dangers to the finest stretches of coast. They consider that all motor access to many parts of the coast should be prohibited so that the landscape can be fully appreciated. Free car parks should be provided half a mile or so inland. Where there is only limited suitable parking space closer to the shore, parking should be rationed by price.

The Pembrokeshire branch of the Country Landowners' Association stated their opposition to road widening in the Pembrokeshire Coast National Park. They would prefer the construction of more lay-bys which would ease the traffic flow and enable motorists to enjoy the scenery from their cars. The branch also urged the provision of more car parks on the outskirts of villages from which would radiate pleasant country walks. They called for an end to the delegation of planning powers to rural district councils.

The Town and Country Planning Association in their paper pointed out that most of the coastline will remain under the planning control of the local authorities. They called for 'more widespread recognition' that the coast is an 'invaluable, irreplaceable and wasting asset that needs firm protection for the benefit of this and coming generations'. They suggest that to secure or reinforce this recognition, any planning permission for substantial development which the local authority proposed to give should first be referred to the Countryside Commission for their advice, and to give them an opportunity to oppose and to ask the Minister to call in the application.

The Association's paper drew a distinction between recreational areas which have a national appeal, and those of an essentially regional character, i.e., they attract people living within 25 to 50 miles. They said that by far the largest recreation areas of national appeal are those sections of the coast which are suitable and accessible for bathing, boating, sunbathing and children's play. They estimated that twenty million people now take an annual holiday of a week or more at the coast, and that in addition as many as 200 million day trips are made by car, train and bus. 'The great majority go to the seaside resorts where established public and commercial services cater for their demands, though not always in an attractive way', they continued. 'But an ever-increasing number of people are seeking out less crowded beaches, bays and inlets and are travelling greater distances to find them. It is clear that whatever measures may be devised to meet and guide the growing recreational demands will need to be applied with greatest speed and effectiveness in coastal areas *outside* the resort towns.'

The Association recommended that the Countryside Commission should be able to designate (subject to Ministerial confirmation) a small number of National Recreational Areas. They cited Southampton Water, The Solent and the Essex estuaries as areas which draw people from well beyond fifty miles and therefore serve to some extent as national recreational areas. They suggest that some National Coastal Parks should also be designated by the Commission in places where a large section of the coastline is reasonably unspoiled. 'In these parks the aim would be not to keep out new recreational uses but to accommodate them in a creative, imaginative and pleasing manner.'

The County Councils Association told the Commission that they could not emphasise too strongly that the main factor in an effective policy for the coast – as in relation to countryside conservation generally – is the availability of adequate Exchequer grants. They also felt that more emphasis should be placed on positive policies of land management rather than on a purely preservationist approach.

The Chartered Land Societies Committee commented that problems of coastal planning 'seem to be no greater than could be solved by the methods set out in the White Paper, *Leisure in the Countryside* (Cmd 2928)'. They foresaw suitable sections of the rural coastline becoming linear country parks, set up and administered under the provisions of the Countryside Act, 1968. They went on to point out that even when 75% Exchequer grants are available the remaining 25% could be a serious burden on small rural authorities for the benefit of the residents of their richer urban neighbours. As a solution to this cost-sharing problem they proposed that some form of regional authority should be set up with power to precept upon all local authorities. They also stressed that planning policies should not give automatic priority to recreation and amenity, but should give equal weight to agriculture and horticulture.

A paper from the Yorkshire Branch of the Country Landowners' Association suggested that there could be considerable development along the Holderness coast for traffic and visitors, providing it was carefully managed. Making use of the potential of this stretch of coast could relieve heavy congestion elsewhere.

The Association of River Authorities explained that river authorities are responsible (under the Land Drainage Act, 1930) for lengths of coast at risk of flooding. They stressed that proposals for extensive development in coastal areas should have regard to the need for sewage treatment facilities; and that development of land protected by sea defence or tidal embankments should not restrict the maintenance or improvement requirements of river authorities. They believe that these and other matters would be met by consultation between the maritime local planning authorities and the river authorities. At the same time, such consultation would 'make it possible for river authorities - where they have a choice - to avoid undertaking sea or tidal defence works in a way which may be harmful to coastal amenities or public rights of access'.

The National Federation of Women's Institutes urged that all undeveloped coast of high landscape value should be rigorously protected. They supplied a comprehensive list (covering eight counties) of parts of the coast which they believe need safeguarding so that the natural attractions can be fully enjoyed. In particular, they propose that the area in Suffolk containing Sutton and Hollesley Commons and Rendlesham and Tangham Forests should become a National Park. They also recommend the designation of a new Area of Outstanding Natural Beauty on the north coast of Caernarvonshire between Coed Helen and Clynnog and that the Isle of Portland, Chesil Beach and Fleet should be included in the Dorset AONB.

The Federation submitted a similar detailed list of the parts of the coast where they would like to see concentrated the facilities for holidaymakers and other developments. In general they favour the expansion and improvement of existing resorts to meet demands rather than the encroachment of such development on the open coast. Finally they supplied detailed proposals for the restoration of lost coastal amenities and the removal of disfigurements.

The National Union of Townswomen's Guilds said they regard it as vital that a green coastal belt should be preserved between built-up districts and made accessible to the public. They stressed that industrial development should as far as possible be kept away from the coast; where it had to be on the coast it should be confined to specified areas. They urged the Ministry of Defence to release many of its coastal land holdings to enable a cleaning-up operation to be launched. They put forward detailed suggestions for enhancing the coastline of ten counties, including the redevelopment of Talacre Warren, Flintshire, and the suitable development of the Crumbles, Eastbourne.

The Keep Britain Tidy Group said the risk of masses of litter being left behind made landowners wary of giving public access to the coast. Therefore, they believe that if the coast is to be cared for and used it is essential that the public should be instructed about the nuisance of litter and that litter collection facilities should be provided.

The main recommendation of the Institute of Park and Recreation Administration was that more of the coastline should be brought into public ownership. They also suggested the development of under-cliff walks to increase the capacity for public use of the immediate coastal frontage. The Institute of Landscape Architects stressed the importance of involving landscape architects employed by local authorities in the preparation of coastal schemes.

The Pilgrim Trust (donors of £50,000 to the National Trust's coastline preservation campaign 'Enterprise Neptune') stressed the urgent need to preserve the remaining unspoilt parts of the coast from all development, except the minimum needed to make possible the enjoyment of its natural beauty. They said that whereas decisions by local planning authorities were not irrevocable the National Trust were able to declare land inalienable. Therefore the Trustees would prefer, wherever possible, to see as much as possible of the unspoilt coastline vested in the National Trust since they felt that 'in the long term this is likely to be the most successful and permanent way of ensuring the preservation of the coast'.

1. Most sea canoeing takes place in sheltered waters near to holiday beaches. For enthusiasts, it takes two forms—towing and surfing. The most popular coasts for surf canoeing are in North Cornwall, North and South Wales, and Northumberland and Durham.

[*Stewart Fraser*]



2. The *Daily Express* off-shore power boat race. Motor boating has grown rapidly in popularity since the war, particularly the smaller speed boats. The sport will call for proper club facilities as it becomes organised.

[*London Express*]







7. The lack of afloat moorings for keel boats, especially on southern coasts, will be the most critical problem for sailors in future.



11. The British Water Ski Federation has 29 clubs which use coastal waters but they probably represent less than half of those who ski on the sea. The report recommends the zoning of buoyed areas and access lanes where water skiing can take place without conflicting with other users.



[Raymond Titchner]

12. Sea angling is probably the most popular active recreation along the whole coast of England and Wales. The south-west peninsula provides some of the best sea fishing of all types in the British Isles. The angler landing a conger eel is fishing at sea off Devon.



[Angling Times]

13. Diving has increased steadily in popularity since the aqua-lung was developed during the Second World War. It requires deep water within easy reach of the shore with good visibility and an interesting seabed topography. Such areas are often not particularly suitable for any other kind of recreation.



[J. A. Jackson]



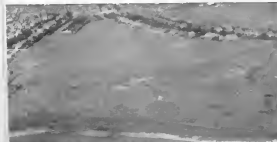
14 There are 95 wild-fowling clubs along the coast of England and Wales with nearly 10,000 members. The main areas are along tidal estuaries and the Wash and Solway Firth. Shooting is restricted to the period between 1st September and 20th February.

[O & Crisley]



15 Sandysailing, a new sport in Britain, needs a long expanse of firm sand free from other activities. These yachts are at Lytham St. Anne's, Lancashire, where a club has some sixty active members.

[Blackpool Gazette]



16 The 175 coastal golf courses in England and Wales occupy large areas. This one is at Hoylake, Cheshire. Golf is increasing rapidly in popularity and coastal courses are congested at weekends and during the holiday season.

[Aero/News Ltd]

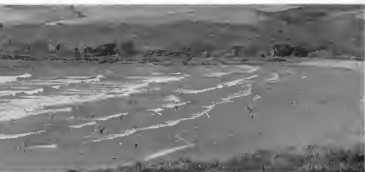
17 The overcrowding of the traditional mountaineering areas in this country has led to a growing interest in climbing on sea cliffs. Climbing regularly takes place on the coasts of the south-west peninsula, North and South Wales, Cumberland and Northumberland. These climbers are in Cornwall.



[W. L. Saunders]

18 Horse riding and pony trekking are popular on parts of the coast particularly on the outskirts of resorts. It calls for the preservation of bridleways and the creation of new ones, such as along disused railway tracks.





Acknowledgements: Plate 19 (Brian Harker); Plate 20 (The Times)

19 and 20. Road improvements and increasing car ownership enable more people to enjoy beaches away from the resorts. It is more difficult to provide essential facilities for coastal recreation outside the established centres. Plates 19 and 20 contrast Margate beach with that of Polzeath, North Cornwall

